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大陸報

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BISHOP BRENT ON MORAL DUTY OF U.S. IN PHILIPPINES

Not There For Aggrandizement But for Service To Filipinos

AT SATURDAY CLUB

Chief Justice Johnson and Prof. Jenks Also Among Speakers

Bishop Charles H. Brent, of the Philippines, delivered an address before the Saturday Club at the Palace Hotel yesterday in which he said some very complimentary things about the United States of America. And then there were other things not so much so. Those of us who have been thinking America a great nation will have to change our opinions if we would agree with those of Bishop Brent.

The bishop shocked the well-filled dining room by saying flatly that America was not a great nation. He admitted that she was a "potentially great nation."

"Before she becomes truly great," he continued," America must first gain a mastery over herself."

Bishop Brent dwelt on the necessity for spiritual as well as material ideals being necessary for a country that would reach the highest development. The man who fulfilled the duties of a citizen with the highest motives in his heart was performing a spiritual act.

"Thrice we have gone to war," said the speaker," "and each time it was for a spiritual and not a material ideal. Our first war was for liberty; our second for unity; and our third was an unselfish war for the liberty of an oppressed people."

The bishop said that if America had come to the Philippines for a material purpose she ought to get out, but that if her purpose was uselfish she ought to stay in the islands.

Consul Sammons Presides

Mr. Thomas Sammons, American Consul General here, was chairman of the meeting. Besides Bishop Brent, Prof. J. W. Jenks, of New York University, and Chief Justice Finley Johnson, of the Philippines Supreme Court made short talks. Bishop Brent and Chief Justice Johnson left yesterday afternoon on the C. P. liner Empress of Japan, the steamer that brought them from Hongkong after they had been wrecked on the Chiyo Maru. Prof. Jenks will remain in Shanghai for a time.

The Bishop's talk follows:

"Naturally serious men at this place in the world's history can speak only in a serious vein on serious subjects. I am one of those and I believe that there are present many others of the same mind. I thank God that it has been my lot to pass through such a time of storm and stress. I have yet to learn that man cannot most readily rise to his proper stature when he is grappling with grave difficulties. The present crisis in the world's history produces a better type of man than is possible under any other circumstances.

It is quite natural that upon any subject that I speak I will turn to my own nation. My adopted nation (the Bishop was originally a Canadian) the nationality to which I owe my loyalty, and the nation of my choice and to present to you what I deem to be her vocation. The vocation of America is primarily and essentially spiritual.

Freedom of America

Today America is the only great nation that is free to turn her mind and her activities in any direction that she will. She is filled with liberty which is her national heritage and upon the proper use of which depends her future greatness.

"There is no room for self pity in a great man or in a great nation. America is, and this may seem to some an under-rated statement, America is a potentially great nation. She is not yet great.

"The power of self government is one of our great principles but the power of self government means not only the additional power to make laws but to keep the laws when they are made. When you study the origin of the United States you will find that in its early history its citizens or colonists were made up of men who came not to escape religion but to be allowed to practice their religion without hindrance. Your lives as citizens are incomplete unless you are loyal to God as God has been made known to you.

"There may or may not be a political advantage in our holding

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Government Taking Passive Attitude About Kwangtung; Shantung's Case Is Serious

Feng Kuo-chang and Hsiung Hsi-ling Now Mentioned as Peace Delegates; Canton Is Swarming With Detectives

Ostasiatische Lloyd

Peking, April 8.—The independence of Kwangtung Province is not denied by the Chinese official circles here.

The Peking Gazette, in today's leader, referring to the question of the retirement of Yuan Shih-k'ai, says that the situation calls for a similar compliance from Yuan as in 1912 from the Manchus.

The Peking Daily News opines that the attitude of the Government vis-a-vis Kwangtung will be more of a passive than of an active nature.

The rebel activity in Eastern Shantung is of a serious character.

Probably the next proposals of the Southern party will be embodied in the demand that Li Yuan-hung should act as President until the convocation of a provisional National Assembly, which should definitely decide upon the question of the future Chief Executive. It seems very likely that the Government will send to Shanghai as peace delegates Feng Kuo-chang, Chiangchun of Kiangsu and Hsiung Hsi-ling, former Minister of Finance, at present staying in Hunan.

Just Before The Turn-Over

Special Correspondence of The China Press

Canton, April 1.—Kwangtung Province, of which Canton is the capital, is now practically independent of Yuan Shih-k'ai, as many districts have deserted the Canton Government. The latter's ability to render financial and military assistance to the Peking authorities has gone, as the district magistrates have decided to keep all tax proceeds for local defence. Up to date, more than half of the province have become republican. Before this reaches the readers of THE CHINA PRESS Kwangtung may have gone republican altogether.

All merchants here prefer the republican control to the present regime, under Commanding General Lung Chi-kwang, a monarchist, but have no power to say so, and the best they have so far done is that they refused to sanction the appointment of this same general to be the Tutuh of the Province should he declare it independent of Peking as he at first attempted to do, if assured retention of power.

All large business here has been suspended for the time being, as river traffic is being interfered with. The daily fear of republican invasion is doing all the harm it usually does.

The excitement today is most intense, native shops moving goods to the foreign concession. Newspapers are under extra censorship. Detectives are sent out to walk the streets to arrest persons daring to comment on current political affairs. The high cost of living is affecting everyone. An exodus is taking place. Some street gates are only half-open. The local militia is under arms to prevent looting by retreating soldiers. The setting off of firecrackers is prohibited.

French Concession Makes Preparation for Defence

Rumors that more northern troops were to arrive here yesterday caused great excitement among the Chinese. The authorities of the French Concession prepared themselves for a possible invasion of their territory. Trenches were dug at the corner of the Arsenal Road and Siccawei Road just in front of the Grace School for Girls. Places were prepared for machine guns.

At 11.40 o'clock last night further excitement was caused by a big fire that broke out on the Arsenal Road within three quarters of a mile of the Arsenal itself. This was supposed by some to be a signal for an attack—a possibility which the officers of the Arsenal considered. Troops were rushed out at the double-quick and a line of cavalry hastily drawn across St. Catherine's Bridge which no one was allowed to pass.

The fire assumed such proportions that firemen from the French Concession as well as those from The Settlement were called in to help the firemen of the Native City. About 20 one-story houses were destroyed before the flames were put under control.

Ask Feng's Protection

The local Chinese papers say that Shanghai Chinese have wired to the Chiangchun of Kiangsu, General Feng Kuo-chang, asking for protection against the coming of the 12th Division of the Army from Peking as it will cause trouble with the local troops and the disturbances may extend to the foreign settlements.

Cantonese Joyful

All the Cantonese shops here flew the national flag yesterday and cheers were exchanged everywhere among the Cantonese. It is said that the Cantonese Guild plans to fix a date to celebrate the Independence of Kwangtung.

Amsterdam Excited Over German Rumor

Consul Reported British Had Sent Ultimatum; Ask For His Recall

(Reuter's Agency War Service)

London, April 7.—It now appears that the excitement in Amsterdam last week was due to the German Consul, who distributed bulletins stating that the British had issued an ultimatum to Holland. The German Consul lamely explains that he believed the information, which came from The Hague. He now hears that there was merely a possibility of such an ultimatum.

Amsterdam, April 7.—The Hetvolk demands the recall of the German Consul here. Railwaymen have again been granted leave, indicating that the crisis is less grave.

'STRAFING' A ZEPPELIN

(Reuter's Agency War Service)

London, April 7.—People cheered the terrible "strafing" which the gunners gave a Zeppelin, last night, when it appeared off the north-east coast. The airship was apparently hit, for its nose was seen to dip and then it disappeared out to sea, pursued by seaplanes.

Chinese Press Reports

The Min Kuo Pao:—The former Taotai of Shanghai, Tsai Nai-huang, has been arrested at Canton and shot.

Chen Yi, General of Szechuen, is said secretly to have communicated with the republican government. He will soon follow General Lung Chi-kwang in declaring independence.

P. and O. Simla Sunk; 11 Lascars Drowned

Two Other British Boats Destroyed; Dutch Won't Carry Exchanged Prisoners

(Reuter's Agency War Service)

London, April 6.—The unarmed Manchester steamer Zent (? 3,890 tons; Elders & Fyffes Ltd., Belfast) has been torpedoed without warning and sunk. The Captain and ten men were rescued, forty-nine were drowned and two died from injuries caused by the explosion.

The boats were launched, but capsized, owing to the head-way on the vessel. The crew of the submarine made no attempt to rescue the men thrown into the water.

The P. and O. s.s. Simla (5,884 tons) has been sunk. Eleven Lascars were drowned. The rest of the crew were saved.

The steamer Vesuvio (? 1,391 tons; General Steam Navigation Co., London) has been sunk. Six of the crew were drowned.

Eighty survivors of the s.s. Minneapolis, which was torpedoed in the Mediterranean, have arrived in London. They state that the liner was torpedoed amid-ships, the explosion killing 12 men in the engine-room.

The vessel sank in 40 minutes. Many of the crew were thrown into the water and were not picked up until after several hours. The submarine was not seen.

The Dutch Government has notified the British Government that the passage of the North Sea is so dangerous that it is unable to undertake to transport the exchanged British and German incapacitated prisoners, due to cross today.

First Wreck Pictures of s.s. Chiyo Maru Are Brought To Shanghai By Rescued Passengers

Mr. Ray T. Hartigan of Manila was aboard the Chiyo Maru when that popular ship went on the rocks near Hongkong, and he took these pictures of the wreck. He arrived in Shanghai yesterday and was kind enough to give them to THE CHINA PRESS.

In the top picture the Chiyo Maru is shown just as she appeared a few hours after the wreck, with rescuing tugs near at hand. The vessel ran on the rocks between two hills. The second picture shows the position looking towards the bow; also the lower one.

Saved Travellers Arrive on Empress of Japan; Crew In Perilous Fight to Save Doomed Vessel'; Two Chinese Are Missing

Passengers from the wrecked Chiyo Maru reached Shanghai yesterday on the C. P. steamer Empress of Japan. They brought with them tales of a commonplace shipwreck without any thrills whatever. They also brought with them tales of sad partings from their baggage. Some of the baggage overtook them at Hongkong—but a lot of it is still at the scene of the wreck.

Before the Chiyo broke her back, the baggage was landed on the rocks. The T.K.K. company published an advertisement in which it said that the luggage of the passengers had been taken ashore on Tam Kan Island and that it would be brought to Hongkong as soon as the storm that was still raging permitted. It is assumed from this that all the baggage was saved.

Though it was practically calm on the morning of the 29th when the steamer struck, the storm that rose immediately afterward soon made it evident that the Chiyo would become a total wreck. The Chiyo was a treasure ship. In her strong rooms there were millions in gold and silver for the Hongkong and Shanghai Bank at Hongkong, the Bank of California at Bombay, and the Chartered Bank of Hongkong.

Passengers' Narratives

A passenger who left on the last boat said,

"As I went down the deck to get into a launch I had to kick aside the silver that littered the floor. The officers and crew were working furiously to get out the money, mails and baggage. The stewards and crew handled the situation admirably."

Mr. M. A. Clark of Manila, was one of the shipwrecked passengers. He is stopping at the Astor House Hotel.

"We got into the boats without any trouble," said he, "but there wasn't any too much time. I did manage to get on a suit of clothes—but I landed in Hongkong wearing the coat of my pajamas underneath. I have one trunk missing but it may follow me to Shanghai on a later boat."

Chief Justice Finley Johnson, of the Philippine Supreme Court, was more fortunate that most of his companions.

"I have all my baggage," he said, "I only lost one thing in the wreck. That was a cane. It had cost me 25 cents (Mex)."

Can't Save Liner

All hope of saving the big liner has been abandoned.

Owing to the terrible weather that prevailed on the night of the 1st inst. the majority of the crew of the Chiyo

(Continued on Page 2)

200 YDS. ADVANCE BY FRENCH TROOPS FROM DOUAUMONT

Germans, in Night Attack, Penetrate First Line At Bethincourt

QUICKLY EJECTED

Defence Follows With Further Progress South-west Of Douaumont

AIRCRAFT LOSSES

In March, Germans Have 35 Machines Felled And Opponents Thirteen

(Reuter's Agency War Service)

Paris, April 7.—The official communique issued yesterday evening reported: The Germans persistently bombarded the Bethincourt salient and Poivre Hill. This foretold an attack, but our curtain-fire prevented the enemy emerging.

Hand-to-hand fighting, south-west of Douaumont Fort, enabled us to advance in the enemy's trenches a distance of 200 yards on a front of 500. Artillery was active in Lorraine and Woevre.

During March, the French aviators were very active. They brought down 31 German machines, 9 of which fell in our lines. Four others were brought down by anti-aircraft guns.

The French lost 13 machines, 12 of which fell in the German lines. The German aviators are ordered to fly as little as possible over the French lines.

French Gain Ground

The Germans continue to hammer west of the Meuse and the French to make ground on the east of the Meuse. The official communique issued this afternoon stated that the Germans, after a violent bombardment against Bethincourt and Hill 265, launched a night-attack and penetrated the French first line, but were immediately ejected, merely retaining a small advanced element.

The French progressed south-westward of Fort Douaumont.

London, April 6.—General Sir Douglas Haig reports: Early in the morning, after a bombardment with heavy artillery, the enemy attacked our new trenches at St. Eloi. Fighting went on all day and continues.

A small hostile raiding party entered one of our trenches at Hooge and was promptly ejected. Both artilleries were active about Lieven, Lens and south of Boesinghe.

Germans Conquer British Craters South of St. Eloi

(Ostasiatische Lloyd War Service)

Official German telegram.—Headquarters, April 7.—Western theater.—The German troops, after a careful preparation and tenacious fighting, conquered the British crater positions south of St. Eloi, which were defended by Canadian troops.

In the Argonnes, the French exploded mines north of Four-de-Paris. Later on, short engagements ensued. The enemy, who had advanced with flame-throwers, were rapidly driven back.

Several enemy endeavors against the German forest positions north-east of Avocourt did not surpass first attempts or vain partial attacks.

East of the Meuse, the French were unable to carry out their attacks against the German positions in the Caillette forest, which are firmly in German hands. The French troops, ready for the planned attack, were efficiently shelled by the German artillery.

Berlin, April 6.—The Deutscher Ueberseedienst states: The papers comment on the conquest of the village of Haucourt, which was exceedingly well fortified with all modern artillery. Haucourt was a redoubt with machine-guns, arranged in the form of terraces, which dominated the entire Forges rivulet valley.

As long as Haucourt resisted, the Germans could not cross the Forges rivulet; consequently, the French defended themselves with the utmost tenacity. The conquest of Haucourt is an important progress in the systematic rolling up of the French front. The German losses were insignificant.

AUSTRIANS REGAIN SELZ POSITION FROM ITALIANS

Repulse Attacks in Several Quarters; Russians Beaten In Narotsch Area

(Ostasiatische Lloyd War Service)

Official Austro-Hungarian telegram.—Vienna, April 6.—Italian theater.—The trenches which the Italians recently conquered east of Selz, have been completely cleaned from the enemy. Italian counter-attacks failed.

Italian artillery was lively in the Ledro and Judicarian regions. Feeble Italian attacks against the Austro-Hungarian positions north-east of the Ledro lake and in the Daone valley have been repulsed.

Official German telegram.—Headquarters, April 7.—Eastern theater.—Russian local, but violent attacks, south of the Narotsch lake, failed. The enemy's artillery was lively on both sides of the lake.

Berlin, April 6.—The Deutsche Ueberseedienst states: The Bundesrat (German Federal Council) has passed a bill according to which, on May 1, all clocks will be advanced by one hour. This measure is taken for reasons of hygiene and economy, because it lengthens the working time during daylight and diminishes the use of artificial light.

The whole German press greets Field Marshal von Hindenburg, who today looks back on fifty years of military service. The papers recall his extraordinary military exploits. In the Reichstag, several members expressed their admiration for the great national hero. The Emperor sent his portrait to the Field Marshal.

HANGCHOW CONCERT AIDS BRITISH WOMEN'S WORK

Hangchow, April 7.—The British community, assisted by a few friends of the cause, gave a delightful concert to the Hangchow community on Wednesday afternoon of this week. A handsome sum was realized which was sent in to the aid of the British Women's Work Fund. The concert was held in the large hospital chapel which was filled to overflowing with a large number of foreigners and a much larger number of Chinese friends. The chapel was elaborately and attractively decorated with lanterns, and flags of Great Britain, Japan and the United States. It was a British-Over-Seas demonstration of loyalty and patriotism that the mother country may well be proud of. The program rendered was as follows:

1. Piano Solo—
   Overture from "Zampa"...Herold
   Mr. R. Trounce Nelson.
2. Quartette—
   "Land of!".....Henry Leslie
   Miss Bally, Dr. and Mrs. Kember and Rev. G. W. Coultas.
3. Song—
   "A Song of Gladness"..Sanderson
   Miss M. Daisy Woods.
4. Trio—Violin, Flute and Piano—
   Overture from "Der Freischutz"..Weber
   Rev. R. F. Fitch, Messrs. Kierkegaard and Nelson.
5. Recitation—"Brother Jonathan" and "A Transaction in Mumps"
   Mr. E. Turner.
6. Piano Duet .....Haydn
   Mrs. Moule and Miss Coultas.
7. Vocal Duet with Flute Obligato—
   "Angel's Serenade" .....Braga
   Mrs. Moore and Miss Woods.
8. Song—
   "The Admiral's Broom"....Bevas
   Mr. V. Drayson.
9. Violin—
   "Waltz from Faust".....Gounod
   Rev. R. F. Fitch.
10. Song—
    "Down the Vale"...Frank L. Moir
    Miss K. L. Bally.
11. Flute—
    "Romance in G.".....Beethoven
    Mr. H. S. Kierkegaard.
12. Song—"For King and Country" W. H. Jude
    Rev. G. W. Coultas.
13. Piano Solo—
    "The Boat Song".....Nevin
    Mrs. E. E. Barnett.
14. Song—
    "My Ain Folk".....Lemon
    Mrs. Duncan Main.
15. Violin—
    "Caprice" .....Robert F. Fitch
    Rev. R. F. Fitch.
16. Oratorio .....Jones
    At the Organ—Dr. A. T. Kember.

The program was followed by God Save the King in which the audience joined and concluded with a number of lively cinematograph selections. In singing the National Anthem, the following verse, written by a British resident in Central America for Britons overseas was introduced:

Far o'er the rolling main
Echoes the royal strain,
God Save the King!
One great united band,
Pray we through every land,
God guard our Empire grand,
God Save the King!

Aylmer's Successor Leads Attack Which Captures Umelhannah

Gen. Gorringe's Corps Drives Turks from Five Successive Lines

(Reuter's Agency War Service)

London, April 6.—The War Office announces that General Sir Percy Lake, Commanding-in-Chief in Mesopotamia, reports that the Tigris Corps, under the command of Lieut.-General Gorringe, who has succeeded Lieut.-General Aylmer, attacked Umelhannah at 5 o'clock on the morning of the 5th.

Our trenches had been pushed forward by saps to within a hundred yards of the enemy's positions. From these points, the leading battalions of the 13th Division rushed the enemy's first and second lines.

The third line was captured by 6 a.m., under the support of concentrated artillery and machine-gun fire. The 13th Division continued its victorious advance and drove the Turks from their fourth and fifth lines by 7 o'clock.

Aeroplanes reported that the enemy were strongly re-inforcing their entrenchments at Falahiyah and Sannayyat, 6,000 and 12,000 yards respectively from Umelhannah. As these positions could only be approached over absolutely open ground, General Gorringe ordered a further attack to be deferred till the evening.

Meanwhile, on the right bank of the Tigris, General Keary's 3rd Division had captured the trenches opposite Falahiyah. A counter-attack delivered by the enemy in the afternoon, with infantry, cavalry and guns, was repulsed.

In the evening, General Gorringe advanced on the left bank and carried the Falahiyah positions.

London, April 7.—Official.—The Mesopotamia 3rd Division, on the 6th, continued its advance along the south bank of the Tigris, until the positions were reached from which it was possible to enfilade the Turkish defences on the left bank of the river.

SMUTS' FORCE ROPES IN GERMAN GARRISON

Surrounded in Mountain Fort At Arusha and Forced To Surrender

(Reuter's Agency War Service)

London, April 7.—General Smuts reports that General van der Venter's mounted brigade, on the 4th, surprised and surrounded a German force, with machine-guns, stationed in a mountain stronghold in the Arusha district. The enemy surrendered on the 6th.

Glass Is Higher But Hirano Price the Same

That the shortage of glass is felt all over the world is proven by advices recently received from Japan, a country that has hitherto not only had sufficient for home needs but also for export. European shippers of bottled products have repeatedly been compelled to advance prices owing to the increased cost of glass, but it is only recently that Japanese manufacturers have announced an increase. Messrs. Garner, Quelch and Co., local agents for Reynell's "Hirano," a mineral water very popular in Shanghai, have received advices that whereas the cost of production is considerably in advance of last year, prices will remain the same, a fact that local consumers will be glad to learn.

FIX MAXIMUM PRICE FOR BRITISH PIG-IRON

Ministry of Munitions Deals With Abnormal Conditions Prevailing in Market

(Reuter's Agency War Service)

London, April 6.—Official.—The Minister of Munitions has been considering the prices of material used and produced in the iron and steel industries and has now fixed maximum prices for all classes of pig-iron, based on the abnormal conditions prevailing.

IF YOU KNOW

Your Kitchen is tiled and well-equipped and is kept spotlessly clean, you eat your food with a greater relish and you enjoy better health than those living in ordinary houses with the usual poorly-equipped, fly-ridden pantry and kitchen.

See some of the Realty Houses just completed and get a glimpse of happiness.

China Realty Company, Ltd.

HINDENBURG EXPENDS RESERVES PREMATURELY

Under Pressure by Kuropatkin, Calls for Fresh Troops; Plans Disorganised

(Reuter's Agency War Service)

Petrograd, April 6.—The official communique issued today reported: A Russian aviator brought down a German dirigible, south-west of Dvinsk.

There was some fighting in the Upper Strypa region. The Russians occupied a village, in which they seized 42 land-mines and much ammunition.

In the Black Sea, a submarine sank a steamer and eleven sailing-ships laden with coal. A battle-ship bombarded the German cruiser Breslau, which fled.

The temporary lull in hostilities enables us to summarise the results achieved by General Kuropatkin's troops, whose recent advance has bettered our strategic positions by leaving the flooded regions and establishing a front westwards and also shown that it is possible to successfully force the enemy's positions, which hitherto were considered invulnerable.

Our offensive has forced Marshal von Hindenburg to expend prematurely the reserves destined for other places and to demand fresh troops from Germany and it has disorganised his elaborate preparations for an offensive, which he is now obliged to adjourn.

Bishop Brent On Moral Duty of U.S.

(Continued from Page 1)

territory in the Far East. The Philippines may or may not add to our wealth. These considerations may hold a place in our conclusions and if so they hold a secondary place. If our motive for remaining in the Philippines were for our material benefit I would say to America go, the sooner the better. If our motive for staying in the Philippines is unselfish I would say stay and do not go.

No Aggrandizement

"I believe that today we are in the Philippines Islands as a nation not for our aggrandizement, not for the development of our wealth, not for selfish interest but we are there for the spiritual service of the Filipino people and if I did not believe this I would leave the Philippines today bag and baggage never again to return to her fair shores. The vocation of America is what it was at the beginning of its existence and so far as she relies upon this she will grow and be recognized by the great nations of the world, but as she breaks away from this she will decline and become small among the nations of the earth. A nation like a man can never be great merely by material possessions. It is in honor, justice, purity and truth that greatness consists. These latter are spiritual and will prevail but might and wealth are material and will surely fail."

Prof. Jenks' Talk

Prof. Jenks spoke of the relations of business and religion. He declared that truth was becoming the slogan of commerce.

"I attended a convention of Advertising Men in Cleveland, he said, "at which it was insisted that there should be no misrepresentation in any advertisements. That is becoming the fundamental principle of the best business men. The greatest social sin is lying; the greatest social virtue is truth."

Chief-Justice Johnson pointed to what the American administration in the Philippines had done toward establishing public schools.

"When I came to the Islands 15 years ago," he said, "there were 1,000 school teachers on the same boat on their way to establish public schools through the provinces. When the United States took the islands there was not a single public school. What these American teachers have accomplished can be seen by the fact that now you can make your way through all parts of the Philippines and find young men and women everywhere who can speak English. There are 600,000 persons who have taken these public school courses. There are now over 9,000 native teachers in the schools. "These facts alone justify our presence in the Philippines."

Mail Notices

MAILS CLOSE

For Japan:—
- Per N.Y.K. s.s. Yawata M. Apr. 10
- Per N.Y.K. s.s. Kasuga M. Apr. 12
- Per R.V.F. s.s. Simbirsk Apr. 14
- Per R.M. s.s. Empress of Asia Apr. 21

For U.S., Canada, and Europe:—
- Per R.M. s.s. Empress of Asia Apr. 21
- Per C.M. s.s. China .....Apr. 21
- Per N.Y.K. s.s. Awa Maru Apr. 22
- Per R.M. s.s. Monteagle Apr. 28

For Europe, via Suez:—
- Per P. and O. s.s. Nagoya Apr. 17
- Per N.Y.K. s.s. Fushimi M. Apr. 19
- Per N.Y.K. s.s. Hirano M. Apr. 30
- Per P. & O. s.s. Namur...May 1

Mails to Arrive;—

The American mail left San Francisco on March 11, and is due to arrive here today, about 10.30 a.m., per C.M. s.s. China.

The French Mail of March 19 is due at Hongkong on April 19 and here on the 22nd instant. Left Colombo on April 6 per M.M. s.s. Porthos.

Straits and Malay Give 6 More Aeros

Makes Total of Sixteen; Mr. Baker, Fund's Organiser, Donates Second Machine

(Reuter's Agency War Service)

London, April 7.—Mr. A. Bonar Law, Secretary of State for the Colonies, announces the gift of six more aeroplanes from the Straits Settlements and Malay States, making sixteen in all. Also, a second machine from Mr. Baker, who is the organiser of the fund.

Wreck Pictures Of s.s. Chiyo Maru

(Continued from Page 1)

Maru, together with a salvage party that had been working aboard the vessel, left the ship and got on to a rock under the cliff in front of the steamer. The crew apparently arranged a sort of gangway of planks and ropes from the vessel to the rock, and along this they crept to the land.

The height of the cliff and the formation of the rock prevented them from getting any further. There was only standing room on the rock for the very large number who sought safety on it, and the rising of the sea on Sunday rendered their position perilous. The crew apparently remained on the rock throughout Sunday.

The Japanese steamer Kwanto Maru was despatched by the Hongkong office to render assistance. They found it impossible to approach the rock or the Chiyo Maru, and accordingly landed a party of officers and sailors at the back of Tam Kan Island. By means of ropes communication was effected with the marooned men, but little else could be done.

British Rescue Party

The Admiralty on 3rd inst. sent out a torpedo-boat with a supply of provisions and a party of men. The tug Atlas was also sent.

The British torpedo-boat which rescued the passengers, on the 3rd inst. brought in nearly 100 members of the crew. These were mainly Japanese and Chinese sailors and firemen, and all the principal officers remain.

All hope of saving the liner has now practically been abandoned. On Monday last there was a gale outside, of which the stricken ship, in her exposed position, felt the full force. She rocked alarmingly, and those on board again thought it advisable to take what little refuge the rocks offered rather than stay on the ship, until the storm had subsided. It was found impossible owing to the mountainous seas prevailing to approach the steamer.

The Hongkong Naval signalling station stated that messages had been received that the Chiyo was pounding heavily, and that there was a north-east gale and a heavy sea running.

About 90 men were working on the ship last Tuesday under the supervision of Mr. Greig (Chief Engineer at Taikoo). They were working in the daytime and spending the night on the rocks. So far two Chinese have been reported missing.

Tidings later showed that the Chiyo, after a severe pounding had broken in twain between the No. 2 and 3 holds.

News Brevities

Under the auspices of the American Woman's Club, an afternoon of music devoted to American composers will be given on Tuesday, April 18. Mrs. M. P. Walker has the arrangements on hand, and as head of this department, will be sure to make the affair a complete success. It is stated that the election of officers for the ensuing year, which was to have taken place on the 18th instant, will be postponed till the first Tuesday in May. A full program of the music will be given later.

* * *

Andrew F. Zane yesterday received a telegram from Hon. Chen Chi, Chinese Commissioner General to the Panama-Pacific International Exposition, to the effect that he and his party will arrive in Shanghai on Monday morning on the s.s. China.

* * *

St. David's Society of Shanghai invite all Welsh people to a religious service in their language, to be held at 38 Quinsan Road (corner of North Szechuen Road), this evening at 6 o'clock. The service will be conducted by Dr. Hopkyns Rees.

* * *

The allurements of the life and lights ashore were too much for G. A. Cook. Cook is a sailor in the crew of the American cruiser Cincinnati. When the Cincinnati sailed for Amoy Friday Cook was not among those present on board. The same afternoon he was arrested on Yalu Road and charged with desertion. He was taken on board the flagship Brooklyn.

* * *

Mr. M. F. Perkins, American vice-consul here, left yesterday on the Sado Maru. He is going on home leave and is expected back in about four months. Mr. Perkins is from Hampton, N. H. Mr. Perkins has attracted much attention here by his excellent work as mixed court assessor.

* * *

Ward Downing was convicted on a charge of vagrancy in the United States Court for China Friday. He was sentenced to three months and one day in Bilibid Prison, thereafter to be deported to the United States.

* * *

Dr. Francis E. Clark, President of the World Christian Endeavor Society, accompanied by Mrs. Clark arrived in Shanghai, yesterday morning and were the guests for a few hours of Judge and Mrs. Lobingier at Laurelcroft before proceeding to Hangchow for the convention now in session there.

CHRISTIAN ENDEAVOR DELEGATES WELCOMED

Eighth National Convention Meets at Hangchow; 750 In Attendance

(Special Correspondence of the China Press)

Hangchow, April 7.—The eighth national convention of the Christian Endeavor of China opened here yesterday, with more than 750 delegates in attendance. The first session was a prayer service with an inspiring address on prayer by Miss Dora Yu.

In the evening the first real session of the convention was held. Before the regular order of the program was taken up there was an hour of song service led by a specially trained chorus directed by Rev. Robert F. Fitch. Additional music was furnished by the Provincial Military Band and a group of musical prodigies from the Compassion Orphanage of Ningpo.

The first thing on the program was a word of welcome from the Military Governor which was delivered in his behalf by Commissioner of Foreign Affairs Wen Shih-tsen. The message was more of a tribute to Christianity than a message to the convention. Then Mr. Wen gave a message in his own behalf and commended the high purpose of the Christian Endeavor to win the young life of the whole Church to Christian Service. There were messages of welcome also from the local churches, the local Union Committee, the foreign community and the local Christian Endeavor. Dr. Fitch, president of the Christian Endeavor Union of China, responded to these words of welcome.

A special train bringing Secretary Strother and a large number of delegates arrived from Shanghai last night at ten o'clock. Today the Convention is meeting in sections in the city churches and tonight they meet together again. Dr. Clark is to arrive tomorrow.

Hughes May Attend Paris Trade Council

(Reuter's Agency War Service)

London, April 7.—Mr. Asquith, replying to a question, said that he would gladly use the services of the Australian Premier in connection with the trade conference at Paris, but Mr. Hughes was leaving the country prior to the conference. Mr. Hughes, however, states that the date of his departure has not yet been fixed and would not prevent his attendance at the conference.

M. Ps. Vote to Retain Their Salaries, 237-32

Bonar Law Deprecates Government Being Embarrassed By Party Questions

(Reuter's Agency War Service)

London, April 7.—In the House of Commons, today, a proposal brought forward by Sir F. G. Banbury against the payment of members was defeated by 237 votes to 32. Mr. A. Bonar Law strongly deprecated raising such party questions in war time, in order to embarrass the Government.

FORGER OF BANKNOTES IS SENTENCED TO JAIL

Mixed Court Refuse to Give Up Men Whom Arsenal Claim Are Rebels

A famous rebel case that has been pending for months in the Mixed Court has been decided at last. The prisoners, Tseu Dah-peu and Moo Tung-hai, were charged with being concerned in the counterfeiting of Hupeh bank notes. The Chinese government had made application that the men be handed over to the Arsenal authorities.

The decision just handed down says that Tseu Dah-peu shall be imprisoned in the Settlement until the end of the year and that the other accused be released. The second man was found to have had a revolver in his possession and the time elapsing between the date of his arrest and the decision of the court was decreed as a sufficient jail term.

Mr. M. F. Perkins, American Assessor and Magistrate Wong heard the case. Mr. G. D. Musso prosecuted on behalf of the Chinese government and the defendants were represented by Mr. J. W. Rice. The decision of the assessor follows:

"First accused: The evidence sufficed to show association, or at least guilty knowledge of counterfeiting operations, by reason of corroboration of the evidence of the alleged accomplices. Sentence, imprisonment until the end of 1916.

"Second accused: No corroborative evidence of counterfeiting, but found in possession of a revolver. Sentence, imprisonment till this date, April 7."

Sensational charges were made during the hearing of this case. It was alleged that the government had "framed up" the charge of counterfeiting when the men were really wanted for being active rebels. The first accused testified that attempts had been made on his life by agents of Government secret service men.

A sentence of six months' imprisonment was also pronounced on Tsiang Zung-zung, a doctor alleged to have stirred up rebellion against the government. Mr. Rice also represented this defendant. Mr. Perkins and Magistrate Kuan were on the bench.

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STRONG-GERMAN FIGHT FOR SPANISH SYMPATHY

Fifty Thousand of Them In Spain Working For Their Fatherland

NEWSPAPER CAMPAIGN

Those Organs Favoring Their Cause Are Put On Prosperous Basis

(*London Times*)

Madrid, March 1.—Although the Germans have worked for 18 months to poison Spanish opinion against the British, the Englishman who travels in Spain today feels at once that he is among friends. He will meet everywhere enthusiastic admirers of British character and institutions who pray daily for the victory of the Allies, while even in Catholic and Conservative circles he will hear frank expressions of regret at the apparent indifference of England to Spanish good will, and of hope that the old cordial relations may be re-established before it is too late.

Unlike the English and French residents in Spain, many of whom have left to take part in the war, the Germans have largely increased in numbers since war began. It is strange how few able-bodied Germans have been recalled. At Seville a party of clerks had a great send-off, but returned a few days later with every sign of satisfaction. From the early days of the war Seville, Malaga, and Cadiz all swarmed with healthy, aggressive, and inquisitive Germans, many of them of military age and bearing, who boasted openly of the Kaiser's aproaching march through Spain to Gibraltar, and of what "Kulture" would do for Spain when once it got the chance. Many German refugees arrived from Morocco, Algiers, and the East, and, having reached this pleasant land, found themselves unable or unwilling to proceed further. To these must be added the crews of the numerous German vessels in Spanish ports, whose sole business is has become to spy and smuggle in their country's interest and to make themselves useful and agreeable on shore.

Patriotism and Trade

In all they are popularly estimated at 50,000, and under the leadership of their Diplomatic and Consular Corps they form a veritabe army in discipline and cohesion. There is not an idle man among them. The German schools, clubs, and societies which exist in the large towns have increased in numbers and membership, and by their educational advantages and social amenities have become thriving centres of *Deutschtum* and active agents of propaganda. Every German is a natural tout and canvasser for his country, as well as for his firm, for in his mind patriotism and trade are inseparably connected, and in spite of the increasing pressure of the British blockade he continues to boast of victory, puff his goods, prepare contracts, and book orders with all his old assurance. He shrinks from no trouble and no expense to ingratiate himself with Spaniards and to traduce the Allies, for he aims at nothing less than monopolizing the Spanish market after the war, and he is in a fair way to succeed.

Capturing Public Opinion

German methods with the Press, apart from the direct bribery of which we have heard so much, are simple and effective. An elaborate news service with copious comment is supplied daily from the German Office in Barcelona to all the newspapers throughout Spain. It is a slanderous and dishonest news service, but it is cleverly edited, full, clear, and interesting; and it costs nothing. The Spanish newspapers naturally avail themselves of it to the full. As for the advertisements, the whole German trading community agreed at one fell swoop to withdraw their custom from pro-Ally newspapers, and to give it to their own supporters in the Press; and they have done their best to ensure that loss of circulation shall follow loss of advertisements and to make life intolerable for individual writers who favor the Allies. They have influenced many technical newspapers with the object of discrediting British scientific methods and instruments of precision.

Our warmest supporters in the Press, the *Liberal* and the *Correspondencia*, have suffered severely by these maneuvers as have also the *Heraldo*, the *Nuevo Mundo*, the *Diluvio* of Barcelona, and many others. Even neutral newspapers, such as the *Epoca* and the *Imparcial*, have been made to feel the strain. On the other hand, the independent A. B. C. an ably-conducted newspaper with a strong pro-German bias, has largely increased in circulation and influence, while the reactionary and German *Correo Espanol*, which was negligible when war broke out, now shows signs of an unmerited prosperity. Many newspapers are still friendly to us, and many of the best writers still defend their own convictions and our cause with courage and ability; but the Spanish Press is not rich, and the rise in the cost of living, and in the price of paper, makes the German boycott increasingly hard to bear.

The whole German effort in Spain is a triumph of patriotism, efficiency, and determination, and its effect is slow but sure. The Allies should make up their minds to counter it before it is too late.

BERESFORD TO CHURCHILL

Former First Lord Is Advised To Consult a Specialist

London, March 10.—Lord Beresford dealt with Mr. Churchill's naval speech (urging the return of Admiral Lord Fisher to the Admiralty) in an interlude in the air debate in the House of Lords yesterday.

"My own belief is that a small mind wanted to hurt the Government. Whether it hurt the Government I don't know, but it hurt the Navy, it hurt our credit, and the sooner it is smashed and pulverised the better.

"One of the unfortunate results of men going to the front is that their mentality is affected. (Laughter.) Whether it is the result of high explosives or gas I don't know. The right hon. gentleman who made those statements ought to go to see a specialist as soon as he can. I cannot otherwise account for his confusion of thought. What has he done? Come back from the trenches, where I have no doubt he would do very good work, and arrogated to himself the rights that belong only to the Government and the Crown—that of appointing the First Sea Lord. I say that his mentality has been affected.

"They were told the right hon. gentleman's ancestor thought most clearly on the field of battle. The right hon. gentleman himself had to go to the trenches to clear up what he was pleased to call his mind, though what that is I cannot discover. It was a most mischievous agitation all through. It is thought by some that it was engineered by the late First Sea Lord, Lord Fisher, and I wrote to him and asked him to attend to see if I was saying anything wrong. At present the agitation is only conducted by Mr. Churchill, a few newspapers, and twenty sandwichmen. (Loud laughter.) There is no great support behind it and I hope it will soon cease. If Lord Fisher had been in his place I would ask him to remember that he can stop it in one day. He has only to repudiate it for it to cease. If he does not at once deny it we are bound to think he is encouraging it.

"The Navy has complete faith in the present Board of Admiralty, because it knows that naval opinion, not political opinion or personal opinion, is going to guide it. Naval opinion is paramount and the Navy's honor is safe in Mr. Balfour's hands." (Cheers.)

Lord Lansdowne refused to follow Lord Beresford in the path of "disorder," but gathered that his remarks were not wholly distasteful to the House.

Colonel Churchill, who was to leave for the front last night, has been granted two days' extension at his own request.

ITALIAN POLITICAL CRISIS

Rome, March 10.—Next week's debate on the interpellations regarding the action of the Ministry of Agriculture, Commerce, and Industry, which is expected to end in a "vote of political character," is looked forward to with some anxiety.

The movement in favor of a reconstitution of the Cabinet seems to be gaining ground. Signor Salandra's declaration at Turin that the Cabinet must stand or fall as a whole seems to block the way to such a solution of the Government's Parliamentary difficulties; but it is maintained that a change of attitude is possible, and the example of England and France is freely quoted in favor of a reinforcement of the Ministry.

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Spirit of Union Shall Lead Us to Strength and Liberty, Bethmann-Hollweg Declares

(Ostasiatische Lloyd War Service)

Official German telegram.—Berlin, April 5.—The German Chancellor, Dr. von Bethmann-Hollweg, today, in a crowded Reichstag, made what must be called the most comprehensive speech during the war. He reviewed the military and political situation of the war and the means of warfare. He discussed the German-American relations, the question of nationalities in Europe and the Polish, Lithuanian, Belgian and Flemish problems.

He emphasised the double necessity of a guarantee of European peace after the war, which was to be obtained by giving the chance of free evolution to the races mentioned, along the lines of their mother tongue and their natural individuality. The Chancellor concluded his much applauded speech with the words: "The spirit of union shall lead us, shall lead our children and grandchildren through the struggles of their fathers towards a future of strength and liberty.

The Reichstag presented the aspect of a grand day. All the members were present and the galleries were crowded. Of foreign diplomatists there were present: Ambassador Gerard of the United States, Minister Molina of Argentine, Baron Gevers of Holland, M. Theotoky of Greece and others. When the Chancellor rose, a hush of expectation and silence came upon the house, which, however, after the first introductory words, was interrupted by enthusiastic applause.

The Chancellor began his speech with a review of the military situation. He stated that, since his last speech in the Reichstag, the Dardanelles enterprise had ended as a failure; the Servian campaign had, with the help of their Austro-Hungarian and Bulgarian Allies, been brought to a victorious end; Montenegro and Albania were now likewise in the hands of the Central Powers; the British attempt to relieve their forces in Kut-el-Amara had been in vain; the Russians had succeeded in occupying Erzeroum with superior forces, but found their advance checked by superior Turkish troops and the Russian attacks against the front in Eastern Galicia, as well as the Italian attacks on the Isonzo front, were beaten back. The Russians drove columns against the German lines, but broke down before Field Marshal von Hindenburg and his heroes." The assertion of the enemies that Germany had used up its military forces was proved to be erroneous by the battle of Verdun, where the operations had been prepared with a profound foresight and where the bravery of the German troops was obtaining one advantage after another. The Chancellor then expressed the thanks of the German nation to its soldiers and their leaders.

He then discussed the question of starving out Germany and said: "I understood that, in 1915, the enemy would not give up the hope of starving out Germany, but I do not understand how cool heads, after the experience of 1915, can still cling to it. Our enemies forget that, thanks to the organizing power of the German nation it is equal to the task of distributing the victuals, they forget that the German nation in cases of real scantiness possesses imposing moral reserves, which enable the German people to lower their standard of life which has risen remarkably during the last decades.

"What would it mean, for instance, if the consumption of meat was temporarily lowered to the level of the seventieth years? I should think that our adversaries remember how strong the German race of those days was."

The Chancellor then recognized that conditions of life in Germany were not easy but insisted that the difficulties were supported by the whole nation in an admirable way, especially by the poorer classes.

He continued: "The crop reports unanimously tell that the winter crops are good. Since many years reports were not as hopeful as they are at present. The harvest of 1915 has been the worst since decades. Nevertheless our stocks of bread corn will not only be sufficient but there will be a stately reserve with which we shall enter into the next year. We shall not run short of anything in future as we did not in the past."

The Chancellor pointed out that the enemy's intention was to extend the war to German women and children by starving them. For this purpose Britain, with her Allies, violated the commerce and trade of neutrals. The American note of November 5, 1915 gave an exact description of the British violations of the national law, but as far as he knew, had not been answered up to this date.

"No serene minded neutral, no matter whether he favors us or not, can doubt our right to defend ourselves against this war of starvation, which is contrary to international law. Nobody can ask us that we should allow our arms of defense to be wrested from our hands. We use them and must use them.

"We respect legitimate rights of neutral trade and commerce, but we can expect that this respect is appreciated and that our right way, our duty is recognized to use all means against this policy of starvation, which is a jeering insult not only to all laws of nations but also to the plainest duties of humanity."

After briefly mentioning Portugal's case the Chancellor turned to the eventual conditions of peace and pointed out that in September he declared his readiness to enter into peace negotiations but that then, as now, the enemy declined. "Let us suppose I suggest that Mr. Asquith sits down with me at table examining the possibilities of peace and Mr. Asquith begins with the claim of a definite destruction of Prussia's military power. The conversation would be ended before it began. To such peace conditions there is only one answer left and this answer our sword must give. If our adversaries want to continue the slaughter of human beings and the devastation of Europe, their's will be the guilt and we have to stand it as men.

"The enemies want to destroy the united free Germany. They want that Germany shall be once more weak as it was during past centuries, a pray of all lusts of domination of its neighbors and Europe's scapegoat, beaten back for ever in the dominion of economical evolution, even after the war. That is what our enemies mean when they speak of a definite destruction of Prussia's military power.

"And what is our intention? Sense and aim of this war is for us the creation of a Germany, so firmly united, so strongly protected, that nobody even will feel the temptation to annihilate us, that everybody in the world will concede us the right of free exercise of our peaceful endeavors. Such a Germany is what we want, not the destruction of other races. Our aim is a lasting rescue of the European Continent that is now shaken to its very foundations."

The Chancellor, amidst profound silence and deep attention of the whole house, turned to the Polish problem and that of nationalities in general. "Neither Germany nor Austria-Hungary intended to touch the Polish question, but the decisions of battles did it already. Now this problem stands before the world and wants solution. Germany and Austria-Hungary must and will solve it.

"History will not admit that things ever become again what they were before, after such earthquakes. After the war there must be a new Belgium. Formerly Poland was ruled by the Russian police, the so-called Tshinovniks, who, when retreating, still blackmailed the population, leaving the country to the burning and looting Cossacks.

"Even members of the Duma frankly admitted that the Tshinovniks cannot return to the place where Germans, Austrians and Poles have honestly labored in the interest of this unfortunate country. Mr. Asquith, too, mentioned the principle of nationalities. If he puts himself into the position of an unconquered and unconquerable adversary, can he really suppose that Germany ever will, by her own free will, deliver into the hands of reactionary Russia the nations living between the Baltic and the Volhynian swamps, who were freed by her and her Allies, no matter whether they are Poles, or Lithuanians, or Balts, or Livonians?"

The Chancellor then gave the lines of conduct in the case of Belgium. "We must create real guarantees that Belgium never shall be a Franco-British vassal, that it never shall be used as a military and economical fortification against Germany. Also in this respect things cannot be what they were before. Also here Germany cannot sacrifice the suppressed Flemish race but must have assured for them a sound state which corresponds with her rich natural gifts, and which is based on her mother tongue and follows their national character.

"We want neighbors who do not form coalitions against us but with whom we can collaborate and who collaborate with us to mutual advantage. The remembrance of this war will still echo in the sadly tried Belgian country, but we shall never allow that it will be a new source of war. We shall never allow it in our mutual interest."

The Chancellor then outlined what Germany wishes Europe to be in future. "The new Europe, that will arise from this crisis, which is the severest of all history, this new Europe, in many respects, cannot resemble the past. The blood that has been shed will never be repaid and wealth that has been destroyed can but slowly be replaced.

"But howsoever this Europe may be for the nations inhabiting it, it must be a land of peacefulness. The peace that finishes this war shall be a lasting peace. It must not be the germ of new wars, but the germ of a peaceful arrangement of the European questions."

The Chancellor pointed out that Britain does not wish to end the war by the conclusion of peace, but that it then wants to continue the commercial war with double violence. "First the British endeavor to destroy our military, then our economical policy—everywhere is a brutal lust for destruction and annihilation and the impious will, in unbounded lust of domination, to cripple a nation of 70 million people."

As to colonial questions the Chancellor quoted Bismarck's word, that the fate of the colonies is decided on the Continent.

The Chancellor pointed out that Germany's enemies are now inventing new formula, in order to maintain the spell of illusion, hatred and deception of the people, which bind them at present. "Of all the nations at war, only Germany has been threatened by enemies and by their responsible statesmen with annihilation, with partition of her realm, with destruction of her essential political and economical forces, no matter whether they call them Prussianism, militarism or barbarism. The forces, which before the war bound together the anti-German coalition, were the lust of the conquerors, the lust of revenge and jealousy against the German competition in the world's markets.

"During the war they remained powerful with the Governments of our enemies, in spite of all defeats. This is still the aim and object of the war, in Petrograd, Paris and London alike. To this we oppose that Germany, in this war, had only one aim, that is to define herself to maintain its existence, to hold the enemies back from our frontiers, and whenever their lust of destruction had shown itself, to drive them back as quickly as possible.

"We did not want this war, we felt no desire to change our frontiers, when the war began against our will. We threatened no nation with the annihilation of her existence, or with destruction of national life."

Then the Chancellor pointed to the roots of Germany's present strength. "And what is giving us the power to conquer all difficulties at home, caused by the interruption of our oversea trade and on the front, against numerically superior enemies. Who can really believe that greed for land inspires our columns at Verdun and makes them accomplish every day new deeds of heroism?

"Or should a nation, which gave to the world so many valuable intellectual and useful gifts during forty-four years, which liked peace more than anything else, should such a nation overnight have changed into barbarians and huns? No these are inventions of evil consequence, made by those who are guilty of the war and now fear for their power and influence in their own countries."

The Chancellor vigorously protested against the reports that Germany, now or in future, contemplated agression against the United States. "The last offspring of the calumniating campaign directed against us, is the report that we, after the end of this war, shall rush against the American continent, that we shall attempt to conquer Canada as the first province. This is the silliest of all imputations invented against us and equally silly are the reports that we contemplate the acquisition of any territory on American soil, as in Brazil or any other American country whatever.

"We fight for our existence and our future. For Germany, but not for any space of a foreign country Germany's sons are bleeding and dying on the battlefields. Everybody among us knows this and that makes our hearts and nerves so strong. This moral power strengthens our will not only to stand the storm but to obtain final victory."

The Chancellor ended his speech with a personal recollection: "When I was at the headquarters last time, I stood with the Emperor at the same place where I had accompanied him a year ago. The Emperor remembered this and pointed out, deeply moved, to the enormous changes that had taken place since that time. At that time the Russians were on the ridge of the Carpathians.

"At Gorlice we had begun to break through the enemy's lines and Hindenburg's powerful offensive had just commenced. Now we are deep in Russia. The British and French at that time, attacked Gallipoli and hoped to incendiate the Balkan States against us. Now the Bulgarians stay firmly on our side.

"At that time we were engaged in the defensive Champagne battle, and now, at the Emperor's word, the cannons resound from the battle of Verdun. A deep gratitude towards God, towards our army and our nation filled the Emperor's heart."

Of the members of the Reichstag, Dr. Spahn, the leader of the Catholic party and Mr. Ebert, a Delegate of the Socialist party, expressed their conformity with the views of the Reichstag and the Chancellor. Mr. Ebert emphasized that the enemies, especially the socialists in enemy countries, decline peace and ask for the annihilation of Germany.

It, therefore, was the duty of all Germans to stand firmly by the Government and country for its defense. As to the question of annexation, Mr. Ebert pointed out that Germany is unable to give back now the Polish, Lithuanian and other provinces to the reactionary Russian yoke, and that it is to be understood in the light of the Chancellor's declaration, that Germany does not want to crush other races but wants a basis for the development of European civilisation.

Speech Causes Anxiety

(Reuter's Agency War Service)

London, April 7.—The Imperial Chancellor's speech has caused anxiety and dissatisfaction in Germany, especially in regard to its references to Belgium.

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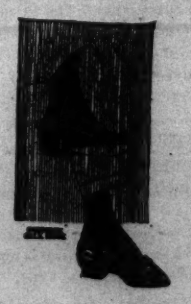

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A large and varied stock of European and American Accessories is carried, the prices being most reasonable. Petrol, lubricants, etc., may be obtained at all hours.

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The Company are agents for the Overland, Cadillac and Saxon (American) and Austin and Swift (British) cars. Deferred payments, to suit customers' convenience, may be arranged. Particulars on application.

Garage

This is well-equipped, the department being exceptionally spacious and conveniently situated, with entrances in Jinkee Road and Nanking Road (adjoining Whiteaway, Laidlaw's Building). Lock-up stalls for the cars of residents in the Central District, and floor-space for storage during office hours, have been provided. The charges for Garaging will be found most moderate.

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Open and closed cars available for hire, by the month, week, day, or hour. New Cars of the latest type are being added to the service, and prompt attention at any hour of the day or night, is guaranteed.

The Central Garage Co., Ltd.

Shanghai and Hankow

2a, Jinkee Road, Shanghai **Telephone (3 lines) 3809**

CENTRAL GARAGE HAS POPULAR AGENCIES

Company Forced To Constantly Increase Plant To Keep Pace With Business

The story of the Central Garage Co. Ltd. No 2A Jinkee Road is one of remarkable growth. Nine months ago the directors of the Company which is a British limited liability concern, decided to reorganize. Under the present energetic management the business has increased enormously, extensive additions and improvements being necessary for the plant to keep pace with the business. Today the Company controls one of the largest and best equipped garages in the Far East.

The garage has entrances both on Jinkee and Nanking roads. The plant includes offices, showrooms, accessary department, vulcanizing department, and general workshop. The vulcanizing plant is of the most improved type and is under the management of a foreign expert sent out by the Goodrich company. There is a large stock of tires constantly on hand.

The garage proper has 22 lock stalls for machines and standing room for many more. The central location has made the place popular with owners who live in the downtown district. New workshops have just been completed including the best machinery for all sorts of repairs. Additional plant will soon be installed. This workshop can take care of all manner of motor repairs, painting and body building, varnishing battery repair and recharging. Every separate department is under a foreign head who is a specialist in his line.

"A year ago the Overland machine was little known in Shanghai. The effective selling methods of the Central Garage with the excellence of the car and its low cost have made the Overland a familiar sight on the streets. The Cadillac, whose eight-cylinder motor revolutionized the auto industry, is another popular agency carried by this company.

To better care for its patrons on the North side of town the Company opened a branch in the Hongkew District. This also has a foreign manager.

The Company are distributers for the following cars: Overland, Cadillac, Saxon, Austin, Swift, Waverley.

The success of the Overland Car is demonstrated in the number of new Overlands which have appeared on the road during the past twelve months. The confidence the Company has in these cars is shown by the fact that it has on order probably the largest number of cars ever ordered for Shanghai. These include new Model 75 Touring, Roadster, and Landaulette Cars. The 6-cylinder, 7-passenger, Model 86, and a number of Willys-Night sleeve valve cars.

The first batch of Model 75 cars is expected at Shanghai this month, after which shipments will arrive in rapid succession. Already a large number of these cars have been ordered and intending purchasers should place their orders as quickly as possible. The Company has a large stock of Overland spares.

There is little need to enlarge on the popularity of the Cadillac Car. A large number of these are now in use in Shanghai and several new cars is on order. It is likely that during the next few months some models of these cars which have not yet been seen in Shanghai will appear on the road.

The Saxon 2-seater Car has been wonderfully successful in America and is likely to be equally popular in Shanghai. Its low price, the neat appearance, and low running cost will appeal to a large number of car buyers. Two of these cars have just arrived and six more are already on the way.

Owing to the war it has been impossible during the last eighteen months to obtain shipments of the 12 h.p. Austin car, which has proved so successful in Shanghai. Makers cannot promise shipment until war is over.

Fortunately the war has not altogether stopped the supply of Swift cars, of which small but record shipments are promised this year. One of the 4-cylinder, 2-seater, 11.09 h.p. cars is already on the way out.

On April 3 the Company took over the distributing agency for Goodrich Tires. A vulcanizing plant has been installed and is in charge of a foreign expert. Car owners are not likely to under-estimate the importance of having foreign expert advice on tire troubles. No charge is made for this and everything will be done by the Company to make it a popular feature.

The Company are agents for the Williard Storage Battery. Battery service is one of its branches which the Company is giving special attention.

The Company is prepared to supply cars on the deferred payment system. This should be an exceedingly popular feature of the Company's business as no extra charge is made for the cars. Interest being charged on outstanding balances at 7 per cent per annum.

Car owners would do well to pay the Company's premises a visit when some idea could be obtained as to the extent and equipment provided by the Company for handling motor business in Shanghai.

Police Captain Puts Men on Water Wagon

New York, March 1.—There have been no gloved taps on saloon back doors for two months in the Third-eighth Police Precinct, where Capt. Dominick Henry, enemy of alcohol, has held his 117 men to their pledges of temperance.

"Not a man has broken his promise," Capt. Henry says. "I am convinced that there has been not a single relapse, not even to the extent of a single drink."

"The results have been beneficial in many ways. The men themselves are bettered, their wives and families are happier, and the citizens of the district are more satisfied with the work of the police. More than one wife has thanked me for inducing her husband to abandon drink, and I could show several homes where conditions have changed entirely, and for the better.

"Between 50 and 60 per cent, of men were moderate drinkers and about 8 per cent heavy drinkers. I think that proportion holds throughout the force. I know that the men, or at least many of them, will never drink again."

Capt. Henry, thirty-eight years old, has made a record as a disciplinarian and as a man sympathetic to community needs. His present district is one of the worst in the city.

BRITAIN'S LAST WORD

No German Victory While Fleet Is Afloat

New York, March 9.—The New York Times, in a leader entitled "The British Fleet," after commenting on yesterday's debate in the House of Commons, observes: "In vain does the German irresistible artillery smash every defence; in vain are the German soldiers slaughtered in pursuit of the grandiose megalomaniac German dream. The silent waiting of the floating steel bulwarks of the British Fleet wall the world against Germany.

"She may win splendid and costly triumphs, wearing herself down with winning them. The real enemy, the fatal adversary, remains. Germany is cut off from the oceans. The seaborne commerce that she built up with such marvellous energy and enterprise, the comprehensive design which she flung away so rashly is over and done with.

"To Scandinavia and Holland—to such petty limits—has that world-wide interchange of products shrunk. Germany is strangled unless she can defeat the British Fleet."

GREAT SALE OF WHISKY

London, March 11.—Whisky merchant, wine merchants, and brewers from all ports of the United Kingdom crowded into the London Commercial Sale-rooms, Mincing-lane, yesterday to bid for a large quantity of whisky—estimated to be equivalent to over a million bottles—which Messrs. W. and T. Restell, of Mark-lane, had been instructed by different firms of distillers to sell by auction.

Mr. Restell said the sale was the largest of the kind ever held. The general prices given were between 9s. and 11s. a proof gallon, and this may be taken as the average price paid for the 520 butts, 1,545 hogsheads, and 77 qr.-casks, which were all sold in under an hour and a half. It is estimated that the duties which will have to be paid by the purchasers amount to about £400,000.

The Charity Organization Committee, appointed by the Municipal Council.

The Charity Organization Committee have on their books the following cases seeking employment:—

Accountants .....
Clerks .....
Typists .....
Overseers .....
Stenographers .....
Watchmen .....
Printer .....

Will any firms having situations vacant kindly communicate with

R. B. WOOD,
Secretary

6872

Carnation Cream

Best for the Table
Best for Cooking

In its Purity there's Safety.

Besides Absolute Purity and Richness, it's in the Flavour that Carnation Cream Excels

The Robert Dollar Co.
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Newly Opened
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Fresh Russian Provisions and all kinds of Russian Liquors and Vodka at Moderate Prices
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THE CHARLES H. BROWN PAINT Co.
PAINTS
ENAMELS VARNISHES

of all descriptions, guaranteed 100% pure
Sole Agents.
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Fresh Sausages

Breakfast	1b.	$0.30	Tongue	1b.	$0.60
Brawn	,,	0.60	Liver	,,	0.60
Brunswick	,,	0.70	Boiled Ham	,,	1.00
Frankfort	pair	0.15	Bacon	,,	0.50

M. Krippendorff
42, Nanking Road. 'Phone No. 2888

Lemon Fresh	ea.	$0.10	Onions	1b.	$0.10	Salt Herring	ea.	0.15
,, Accid	pack.	0.20	Oranges	1b.	0.10-0.06	Soap Monkey Double		0.35
,, Essence		0.35	Paste-Ham & Chicken, etc.		0.35	,, Sunlight		0.60
Lime Juice Cordial		1.00	Prunes AI.	1b.	0.35	,, Lifebuoy		0.75
Lemon Squash		0.90	Pepper, Ground.	bot.	0.40	,, Boehm Bar		0.30
Lobster Fresh Saturdays only			Potted Meat	tin.	0.35	,, ,, Ideal		0.10
,, Canned		1.00	Peas Yellow or Green	1b.	0.25	,, Bath & Family	doz.	1.50
Lux Soap Powder		0.22	Peels	,,	0.60	,, Sapolio		0.25
Macaroni	pack.	0.30	Pickles C. & B.	bot.	0.65	,, Ivory		0.25-0.15
Matches Swedish	,,	0.20	,,	tin	0.45	,, Tar Grandfather's		0.25
Milk, Bear Brand	tin	0.30	Pineapples Hawaii	tin.	0.50	,, Glycerine Odea	3 p	0.75
,, Cond. Milkmaid		0.35	Polish Brass	,,	0.20	,, Sandelwood	3 p	0.95
,, ,, Eagle		0.40	,, Wellington Knife	tin.	0.30	,, American Toilette (assorted)	3 p	0.75
,, Carnation		0.25	,, Silicon Silver	tin.	0.30	,, L. U. X.	large	0.22
,, St. Charles		0.25	Pork & Beans Heinz	,,	0.50	Shaving Stick Colgate		0.60
Mustard Powder		0.40	Rice, Best Curry	1b.	0.06	Washing Soda	1b.	0.08
Molasses	bot.	0.50	,, Ground	tin.	0.35	Spirit of Wine	bot.	0.35
Mustard Dressing Heinz		0.50	Sago	1b.	0.15	Starch Hoffmann	White	0.35
Mineral Water	doz. pts.	0.90	Salmon	can	0.30	,, ,,	Cream	0.40
Nestle's Milk Food		0.85	Sardines		0.35-0.25	,, Cornstarch	pick	0.25
Nugget Polish		0.15	Salt Table	bot.	0.40	String, in Ball	ea.	0.25
Nutmeg	doz.	0.25	,, Celery	,,	0.35	Sugar Cube, Hongkong	6 1b.	1.20
Nuts—Walnuts	1b.	0.20	Sand Paper	Sheet	0.04	,, ,,	1b.	0.22
Oil Salad C. & B.		0.95	Sauce L. & P.		1.40-0.70	,, Cooking	,,	0.12
,, M. K.	qt.	1.20	,, Anchovy		0.55	,, Icing	,,	0.30
Castor Oil C. & B.		0.30	,, Mandalay Heinz		0.55	Syrup Lyles Golden	2 1b.	0.45
Olives Spanish		0.80	,, Maggi		1.00-0.60	Tapioca	1b.	0.20
,, Stuffed Pimento		0.60	,, Chili		0.90-0.60	Tea Lipton	1 tin.	1.20
			,, Tomato		0.50-0.25	,, Keemun	tin.	1.20
						,, Orange Pekoe		0.80
						Toilet Paper Bromo		0.75
						,, ,, Roll		0.25
						Tooth Paste Colgate		0.60

Whiteaway, Laidlaw & Co., Ltd.

STYLISH AND SERVICEABLE SUMMER WEAR FOR MEN WHO APPRECIATE GOOD QUALITY AND KEEN PRICES.

SUMMER VEST

173 dozen men's fine grade India Gauze singlets, no buttons, all sizes. A cool durable singlet for the hot day.

PRICE

$7.50 doz.

Summer S. Shirts

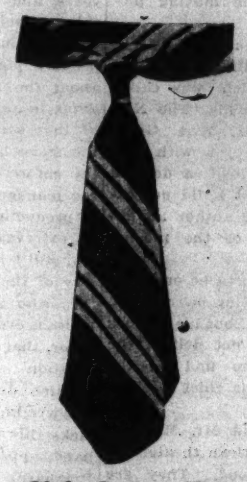
Good quality striped cambric Shirts, soft or stiff cuff.

Price **$2.00** each

Coat Sweater

In soft white wool, unshrinkable, well made.

Price **$8.50**



Club Stripe Ties

Fine quality silk in many new colourings.

Price **$1.25** each

Summer Pyjamas

White fine twill cotton with broad effective coloured stripes.

Price **$4.50** suit

SUMMER SWEATERS

Every man should possess one. They prevent colds, etc. after playing tennis, etc.

PRICE

$3.50 each

Summer Raincoat

A light weight Fawn Paramatta, all sizes.

Price **$17.50**

Aertox Underwear

Delightfully cool & comfortable, all sizes

Price **$2.00** garment

Tennis Hats

In soft folding felt, White and Green, weight 2 oz.

Price **$2.50** each

King Collar

4 fold 2¼, 2½, 2¾ inch. good fitting

Price **$4.50** doz.

India Gauze Vests

As sketch, all sizes.

Price **$9.50** doz.

Summer Felts

Fine grade felt in Grey, Green and Brown. Easy Fitting.

Price **$5.75** each

Bath Gowns

White towelling with coloured checks and stripes.

Price **$7.50** each

Tennis Shirts

White fine cotton shirt, neat fast colour stripes, single cuff.

Price **$2.50** each

B. V. D. Underwear

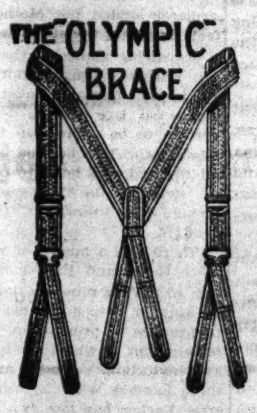
Beautifully cool, healthy and durable, all sizes.

Price **$3.75** suit

Lisle Hose

Fine quality coloured lisle socks, all sizes.

Price **$1.00** pair



Washing Braces

Cool and durable.

75 cts. pair

Summer Neckwear

Plain colour, wide end silk ties.

Price **75** cts. each

Hemstitched Handkerchiefs

Full size, soft cambric, excellent value.

Price **$2.50** doz.

Summer Negligee Shirts

Soft finish, white cambric shirts, as sketch.

Price **$2.75** each

Washing Waistcoats

New and effective designs.

Price **$3.75** each

Cotton Socks

In all colours and sizes, extra soft finish.

Price **$6.50** doz.

Leather Belts

Serviceable American Leather Belts 1 inch wide, Black and Brown.

Price **75 cts.** each

Pyramid Handkerchiefs

Indelible coloured borders new design.

$5.75 dozen

Swimming Costumes

The new comfortable two piece costume.

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Washing Ties

Fast collar tubular washing bow ties.

Price **25 cts.** each

"Pigsticker" Topee

As sketch, covered Brown Khaki cover.

Price **$3.00** each

Review Topee

White drill covered topee with puggaree as sketch.

Price **$5.50** each

Spring Collar

A useful good wearing summer collar.

Price **$3.50** doz.

B. V. D. UNION SUITS

The most sensible Summer underwear; cannot get out of place and helps you to keep cool.

PRICE

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BATSWING SILK TIES

The best neckwear for summer wear, in all the newest shades and tones.

PRICE

$1.00 each

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The China Press

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Thomas F. Millard, *Managing Editor.*

Essentials For a Useful Education

How to Organize

By John Brisben Walker

A CAREER may come to naught or even be completely wrecked by lack of comprehending the all-importance of organization in daily life. There is no word that a young man or woman should be more anxious to grasp the full meaning of at the earliest date. It is the thing in daily life counts most for success or failure.

Unfortunately it is not taught in the schools. It should constitute a course running through every grade from the lowest to the most advanced.

The young worker in office or factory, or the student in school or college, says: "Yes, I understand the important part that organization plays in large business; and when the day arrives that I am an official of a big company I will make a thorough study of organization."

But what he does not understand is that the time to study organization is now, and the place right here. And this applies not only to young men and women, but to many well along in life who have not been awakened to the importance of the subject. Not the least among these are the heads of families whose duty it is to give lessons in organization to their children.

IF asked to state the five possessions upon which success or failure depend, I should put them in this order:

First—Good health and accompanying vitality;

Second—Right ideals and courage to pursue them;

Third—Intelligence with which to analyze the problems coming up to one;

Fourth—The power to organize;

Fifth—Stamina to pursue amid difficulties and discouragements.

To learn organization, one should begin in the earliest possible stage of life. The average young man or woman says: "As soon as I begin to get into a position of importance, I will begin to study this thing called organization." But that time is most likely never to arrive. If you have not begun in early life, you are not likely to grasp the subject. It is something that slowly dawns upon one. It should be acquired by beginning with the littlest things of life and organizing them thoroughly and perfectly; then proceeding to the larger affairs.

Here is a secret that is seldom communicated to the young employe in an office or in a factory or on the farm. Every man in authority over you is on a still hunt.

For what!

For the boy or girl that shows the greatest aptitude for organization. Why? How does he hunt? How can he tell? How does he detect this important quality when he finds it?

FROM a long experience in the conduct of business affairs, I venture to say that there is scarcely a department of any large business where there is not at this moment a vacancy for one who can organize. The man over all is saying: "If I only had another man or woman who is a capable organizer!"

There is only one avocation or profession in this world that is not over crowded.

We have too many lawyers, too many doctors, too many clergymen, too many editors.

But there are too few organizers. The world is looking for organizers, and when it finds them it rewards them.

More than 70 per cent. of all human effort is wasted because there are too few organizers, because the colleges that taught Greek and Latin did not teach organization.

It is in the little things that the possession of this quality is detected. It is in little things, if you do not understand organization, that you give yourself away and cause the men over you to turn from you regretfully. "No, he will not do. He has not got it in him; he can perform his regular duties; he can earn his fifteen dollars a week. But there is no use in my looking in his direction. He shows in a hundred ways that he has never been taught organization—that he has no comprehension of what organization means."

AND the young man does not even know that opportunity has walked up and laid a hand on his shoulder, only to be compelled to turn regretfully away

All this is said preliminary to this one axiom:

"If you would learn organization you must begin now with the littlest affairs of life."

But that is easy to say; it is talking generalities; you wish me to get down to tangible things.

WELL, let us see. What do you do? You sleep in a room; you rise in the morning, dress, eat your breakfast and to the office or factory where you are employed, or to the school where you are obtaining knowledge.

Then here is your chance to begin, in a practical way, the study of organization. To master that knowledge that is presently going to make you valuable to an employer, you must first learn how to apply the principles of organization to your own affairs.

You cannot handle other people's interests if you do not know how to handle your own. If, in your own home, you are careless, indifferent, given to reasoning loosely, inclined to postpone, you are not likely to develop the qualities required for a good organizer when you get to the factory or office.

Let us then begin with the beginning of your day. You awake in the morning and are about to arise. You determine to beign your lessons in organization with the first thing at hand. You will learn how to organize the small things of life, in the hope that you may presently be given the chance to organize big things.

Looking around for a chance to organize, you discover that your bed is not in its proper place. You cannot obtain the fresh air that is essential to perfect rest and the rebuiding of the tired body, because your bed is not in the right position.

YOU take your first exercise in the science of organization by jumping up and placing your bed just where you will get the fresh air from the open window to the best advantage. Nor is this always a very easy thing to do. You must take careful note of all the conditions; bring your best reasoning power to bear upon it. Your life may even be dependent upon this simple little bit of organization. The wrong place for your bed may mean ill health, gradual breaking down of vitality or even serious illness.

If upon awakening the second day you study this little problem again and find that you were mistaken in your first arrangement, correct your mistake and keep correcting it until you have the very best arrangement.

Two young men once came to the famous Stephen Girard, who in his lifetime was America's greatest organizer. He was noted for never wasting anything, and was able to leave to Philadelphia that beneficent training school, Girard College. The young men asked his advice as to that one phase of organization which prevents waste.

There were two candles on the table at which Girard sat. He quietly reached over and blowing out one of the two candles, said: "I think we can discuss this subject just as well by the light of one candle."

SO in this little paper on organization I am endeavoring to take the simple things of life—of tremendous importance because of their intimate connection, but too often treated with indifference.

As you arise from your bed to dress you discover your clothes thrown carelessly in various places as you took them off the night before. Here is a chance to learn organization. Where is the right place to put your clothes at night? In what order?

Not what is a good place, but what is the very best place? This seems easy, but will require real thought. The lesson you learn in doing this is perhaps helping to train your mind to rearrange an entire factory some day.

Next comes the clear arrangement of your work for the day. Comparatively few people think this is necessary. They rush off to the day's work, trusting to meeting its problems when they are up against them.

As a rule, failure to have a clear plan for the day's work results in one's tackling the easy things: it requires so much less effort. We can be entirely busy doing the easy things and our consciences satisfied by our industry.

What Is The Matter With The Drama?

By Joyce Kilmer

"No," said Langdon Mitchell, stirring his coffee (I was bothering him with my questions while he took his leisurely French breakfast at the Lafayette,) "I don't think that the ideas of Max Reinhardt and Gordon Craig are having any particularly beneficial effect on the development of the drama. The two forces that are benefiting the drama are the war and the moving pictures."

Now, Mr. Mitchell is a poet as well as a dramatist. His version of "Vanity Fair" (which was called "Becky Sharp") and his "The New York Idea," which Miss Grace George recently revived with distinguished success, had a decided literary quality. And I did not expect to find in their author an enthusiastic advocate of the moving pictures.

Nor did I find him to be one. He believes that the moving pictures are benefiting the drama, but his reasons for this belief will not delight the hearts of those who find on the flickering screen their chief intellectual delight.

"The movies," said Mr. Mitchell, "are doing the American theater the greatest possible good. They are taking away the ignorant people from the audiences at the theatres. The result is that the dramatist and actor have only to please people of some intelligence and education. And I cannot think of any greater service to the drama than that very thing.

"It isn't a question of giving an opportunity to the high-brow writers, so to speak. It is simply a question of relieving the dramatist of the terrible burden of trying to entertain uneducated people.

"No dramatist can write for ignorant people. Even George Cohan can't, and he is as clever a dramatist as we have. Now, if you go to some exceptionally fine moving-picture show—'The Birth of a Nation,' for example—you will, of course, see educated people. But if you make a trip among the moving picture house, visiting, say, ten of them in the course of the evening, you will see a large number of people too ignorant for the theater—people whom no dramatist could possibly entertain, and whom he ought not to try to entertain.

"Of course, it may be that the moving pictures will in the course of the years educate these people, and make them fit to appreciate good plays well acted. But that is neither here nor there; the thing immediately desirable is to get the ignorant people out of the theater audiences.

"Whitman said: 'To have great poets there must be great audiences, too. Also, to have great drama there must be great audiences. And the first step toward getting great audiences is to eliminate the ignorant part of the audience.

"You asked me if I thought that the Gordon Craig and Reinhardt methods were helping the development of the drama. As a matter of fact, I think that they are hindering its development. Of course, they are perfectly splendid for a show play, as it is called, or an enormous historical pageant, or something of that sort. But they substitute scenic beauty for the play's proper appeal, and they have further the great disadvantage of increasing the already large expenses of production.

"Reinhardt and Gordon Craig and Leon Bakst have brought us back to a wonderful sense of beauty, but their influence is not good except so far as it relates to costumes and to light effects. Their influence is against the appeal of the play itself.

"In Munich I saw a production of 'Hamlet,' and a scene which particularly illustrated what I have said was that in which Hamlet and his mother have their tragic duologue. This is usually given, you know, in a front scene, with a simple drop behind the actors. Reinhardt used the full stage for it, and he had made an extravagant setting, which took all the audience's attention away from the actors. During the full scene there was a lavish and interesting play of light—very intricate and beautiful. The result was that no one could pay any attention to the lines of the play. Surely that sort of thing can have only a bad effect on the development of the drama.

"The future of the theater depends on our getting away from our commercial habit of mind. We have good actors and actresses, good dramatists, the times are ripe—we have all the conditions which should produce great drama except intelligent audiences (and that is being remedied, as I have said). The main thing to be struggled for is the possibility of putting on plays without an absurdly great investment of money.

"That is a serious matter—that matter of the expense of producing a play. How can a young dramatist ever get a hearing, when the initial expenses of producing his play and insuring that it shall have a fair trial will be $30,000 or more? You see, according to our modern ridiculously extravagant ideas, we must have just the right sort of scene painters, and just the right sort of lighting experts, and just the right sort of carpenters, and just the right sort of expensive scenery, so ponderous that it has to be supported by iron bars—and all this costs money.

"Of course," said Mr. Mitchell, "I've been up against this thing for years, and I ought to know something about it by this time. I've been a damatic hack,rewriting other people's plays. I have no illusions about the necessity of a dramatist living in an ivory tower, or anything of that sort. But I do know that the stage has suffered greatly from the enforced commercial attitude of the managers, and that the expense of production—which is unnecessarily, extravagantly large—has tended, and still tends, to put barriers in the way of the young American dramatists who readily deserve a hearing. It isn't every young dramatist, you know, that has George Cohan's combination of business ability and genuine dramatic talent. And the playwright, however gifted, who lacks this business ability is greatly handicapped in these days in which Reinhardt and Gordon Craig vie with each other in increasing the expense of productions."

Mr. Mitchell lit a cigarette and thoughtfully fluttered the pages of "Poetry: A Magazine of Verse," which lay on the table before him.

"Perhaps," he said, "the theater will share in the general quickening which has affected all the arts. Perhaps some fellow will come along who is both a dramatist and a poet, and he will bring poetry back to the theater."

"Stephen Phillips was expected to do this, was he not?" I asked.

"Well, Stephen Phillips was rather the beautiful end of the literary period than a part of the new order of things," said Mr. Mitchell. "With great admiration for what he accomplished, I hardly feel he was the man to bring poetry to the theater today.

"I think that poetry and all other desirable elements of strength and beauty must come to the theater from the outside. That is, outside conditions must be altered. Poetry, originality will follow. In the first place, we need educated audiences. You see, we suffer from peculiar conditions in this country, and what affects the country as a whole affects the drama, too.

"Just as we suffer in politics from lack of homogeneity, so we suffer in the theater from the lack of homegeneity. When 30 per cent. of the people who must make up our audiences cannot read English, the difficulty of the dramatists's task is considerably increased, you see.

"The general lack of knowledge of English really cannot fail to have its effect on our drama. We see so many instances daily of this blank ignorance of the English language which is a baneful result of our lack of homogeneity. The other day I read in the paper the report of an utterance by a man who wished to say that so and so was a man of family. But what he said was that he was a family man. He was utterly incapable of perceiving any difference between these two expressions. It's a trivial thing, perhaps, but it's typical—it's a sample of that ignorance of English proceeding from the lack of homogeneity which makes our audiences so chill. They are chilled because they don't understand English—even if they read and write English they don't think English.

"It wasn't always this way. I'm not a young man, you know, and I remember the days twenty years ago when our audiences were homogeneous, when our population was homogeneous. Then a successful play filled the second balcony as well as the orchestra stalls—it filled the whole theater from top to bottom. Now a successful play will fill the boxes and the orchestra stalls, but the balcony is likely to be empty. There is an enormous gulf between the different elements of our population. The theater, which is closely in touch with the life of the people, shows this cleavage clearly. And this cleavage, this enormous difference in the interest between the classes, is caused largely by our great flood of immigrants.

"I can't believe that things will go on like this. Of course, America has always been optimistically intent on turning moonshine into a serviceable article and in making a silk purse out of a sow's ear. But finally we must discover that if we get 50 per cent. of our population from strange countries we can't expect all our population to live together like one family. It is impossible to make one nation out of a mechanical combination of other nations.

"But this," said Mr. Mitchell, smiling," "is politics. And I am supposed to be talking dramatics. But the drama is affected more intimately by these conditions than is any other form of art, and it cannot be greatly improved, I believe, until these conditions are altered. It may be that the war will wake us up to the fact that we have done wrong in welcoming all the nations of the world to come and prod us out of our home, that we will at last see that homogeneity is necessary for the well-being of a nation. And if we do discover this fact, and act upon our knowledge, then the war will be of the greatest possible benefit to the drama in America.

"Conditions should be such that when you write a great song or a great play it appeals at once to all classes. This is so in France and in Germany—you feel it as soon as you reach Europe, you feel an invigorating sympathy in the atmosphere, just as you feel over here a depressing indifference. Here you can't put forth an idea with the certainty that the man next to you will respond to it. We've gotten far away from the homogeneity that once characterized our civilization, when all the audience in a theater was educated. Then we saw great actors interpret great plays, we understood what we saw and heard, we were homogeneous."

"When did this condition end?" I asked.

"I think it lasted until just before Booth's death," said Mr. Mitchell. "Booth had genuine American audiences before which to play. His acting brought young men into the theater—clerks, office men, college boys, clergymen, anarchists, all sorts of fellows—all of them young Americans. He filled all the seats in the theater; the top galleries were not empty then, as they are today.

"But that homogeneity did not result in the creation of great drama, did it?" I asked.

"No," said Mr. Mitchell, "because we didn't have the dramatists. We had all the other conditions that are necessary for the production of great drama, but we didn't have the playwrights. Now we have the playwrights, but we haven't the other favorable conditions; and especially we suffer from the lack of that homogeneity which produced educated and sympathetic audiences."

By Quiet Firesides

(New York Sun)

"I would a great deal rather know what they are talking about around quiet firesides all over the country than what they are talking about in the cloak rooms of Congress," exclaimed Mr. Wilson, and he shall have his wish gratified.

The water is up to 200 and the radiator sizzles, but Mother says she feels draughts about her feet and with a despairing glance at the diminished bin Father consigns another shovelful to the flames, gingerly. Easter comes so late that a tenth ton is certain to be offered up to the devil of warmth. This has not been provided for and will have to come out of an item in the household budget ambiguously known as the sinking fund.

There was a bushel of work at the office today and Father find it difficult to put his mind on the intricacies of auction, which Mother is eager to practise in preparation for an entertainment to which she has received an invitation. They are playing three handed, with a neighbor, but after Father has lost two games and his wife all her interest the neighbor goes home. Things are locked up and both husband and wife take to reading the evening paper. Once they lower the pages and look at each other questioningly.

"It's only Arthur coughing," she tells him. "If his cold is not better I shall keep him home from school tomorrow morning."

They go back to the newspaper. In Father's head are many thoughts not derived from the print he looks at. He wonders what he had better get for Mother's coming birthday. He will have to write that New Jersey customer that his order can't be filled inside of two weeks. If the weather is good next Saturday he will need a new mashie to play. Better get the mashie anyway; if it freezes as it did last week something will be needed to hack the ice off the front steps. There's a new record he brought home to try on the phonograph, but it will have to wait now—children are asleep. Asleep—sleep—"wish I was in bed"—sleepy—he is off.

Behind her half of the paper his wife is all attention. The new styles seem awfully uncertain. There, that straw hat at $5.89 looks just like the one Mrs. Blank had on today. Recipe for lemon pie; it isn't as good as her own. In the morning she must make that cake for the church supper. If Father only gets home from the office in time they can get an early start. The doctor had better see Arthur if he doesn't go to school. But she suddenly comes to a realization that she is not keeping in touch with world news. Attentively she peruses the front page. At length she asks:

"William, what is this attack on the President Do you think he is right in his foreign policy?"

Father starts up guiltily. Even when the question is repeated he hesitates befor answering.

"Oh, I guess he's doing as well as could be expected," he says finally. "Hard job to tell what to do."

His wife looks at him reproachfully as he rises. He returns a glance of innocent inquiry. Suddenly both smile, and then he bends down and kisses her. Theirs is a quiet fireside. But they don't do much talking about it.

A BIG STEP IN WIRELESS

By Frederic J. Haskin

WASHINGTON, D. C., March 3.—The United States leads the world in the field of wireless telegraph. The very latest invention, perfected by Frederick A. Kolster of the government Bureau of Standards is of such fundamental importance that it is expected to revolutionize radio work in every country. Mr. Kolster has invented a wireless direction finder.

In the last year the French army suffered three severe defeats for lack of such an apparatus. Their wireless operators intercepted German messages and thought they had thereby fixed the location of strong bodies of German troops. The French forces were maneuvered accordingly, but instead of drawing away from the heavy hostile artillery as they intended, they marched directly upon it. The wireless men had made a costly mistake The new American invention renders such mistakes impossible.

The value of a radio direction finder in modern warfare can scarcely be over-estimated. Under present conditions, a wireless message comes out of the mysterious void. It may come from any point of the compass. Perhaps it contains information as to the location of the sender; but it may be a code message, or it may be deliberately falsified in order to confuse the enemy. By the operation of the new device, each message betrays the location of its source. In this way, the enemy finds the use he can safely make of his wireless limited, for it gives the position of at least a part of his forces.

The value of the invention is far from being confined to war, however. It will prove of great value to shipping by giving a vessel the bearing of some warning lighthouse or lightship in a fog. It will permit a wider control of irresponsible wireless sets, which have great potentialities for mischief and interference with legitimate business. By its use, the coast Guard will be able to locate a vessel in distress, and one ship will be able to determine the direction of another at sea.

A consideration of the nature of radio waves suggests some of the difficulties that have to be overcome in designing and perfecting an apparatus such as the one on which patent is now pending. The waves are propagated by the sending force much as ripples are set up by a stone falling in a pool—as concentric circles, equally in all directions. The waves are of course invisible, and the very existence of the medium through which they travel only a matter of theory. A simple, portable device which determines the direction from which they come at the same time that the message is being received is a scientific achievement of a high order.

The efficiency of American wireless work constitutes one of our more valuable preparedness assets. An armored automobile equipped with a high-power wireless set was designed last year at the Naval and Military Academy in Lake Geneva, Wisconsin. The car was tested over a five-hundred-mile trip, and sent back communications almost hourly without difficulty.

Amateur radio work in the United States has an encouragingly high standard of ability. Captain Bullard, Superintendent of the Naval Radio Service, recently accepted the vice-presidency of the National Amateur Radio Association, which numbers nearly thirty thousand members. There is a strong sentiment in favor of putting all American radio stations under the control of the Naval Radio Service in order to standardize the work still further. Both naval and military men have commended the Amateur Association as a valuable feature of national defense. Only a few days ago, the amateurs showed what they could do in case of need.

A wireless message was sent out from the Rock Island Arsenal in Illinois, carried to the White House in Washington, and then with the help of amateur operators, relayed to the

(Continued on Page 9)

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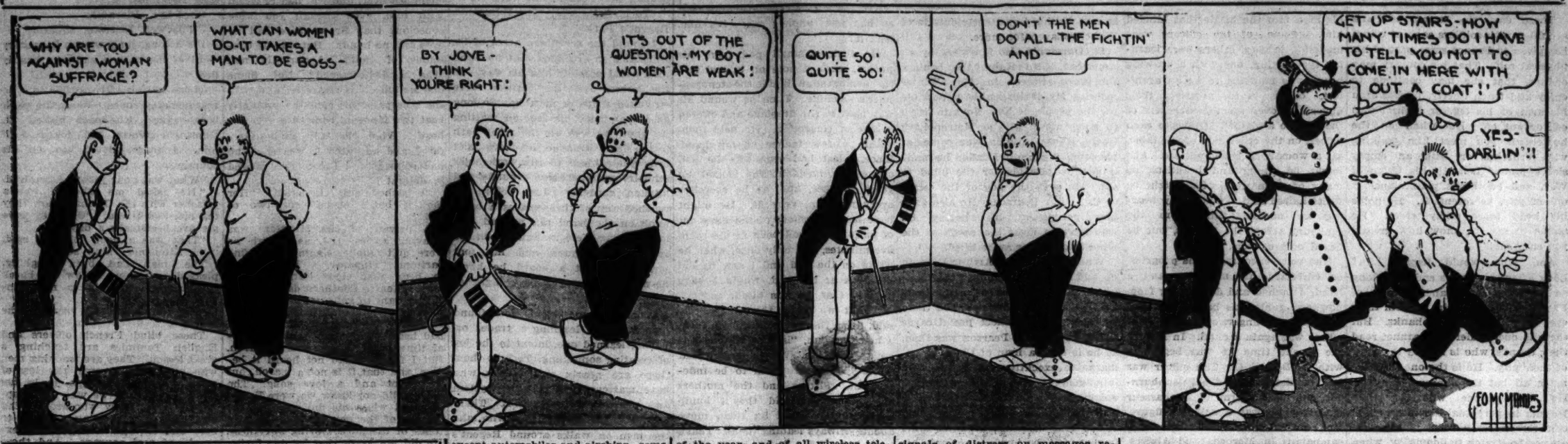
Bringing Up Father — By George McManus


WHY ARE YOU AGAINST WOMAN SUFFRAGE?
WHAT CAN WOMEN DO-IT TAKES A MAN TO BE BOSS-
BY JOVE- I THINK YOU'RE RIGHT!
IT'S OUT OF THE QUESTION-MY BOY- WOMEN ARE WEAK!
QUITE SO! QUITE SO!
DON'T THE MEN DO ALL THE FIGHTIN' AND —
GET UP STAIRS-HOW MANY TIMES DO I HAVE TO TELL YOU NOT TO COME IN HERE WITH OUT A COAT!'
YES-DARLIN'!!
GEO McMANUS

-:- A Big Step In Wireless -:-

(Continued from Page 8)

mayor of almost every large city and to the governor of every state. It reached the Pacific coast within two hours and a half after leaving the starting point. The demonstration proved that a call to mobilize an army could be flashed to every corner of the country in a few hours.

That the work on wireless apparatus is not apt to lag from want of enthusiasm is shown by the records of the patent office. More patents are being applied for on improvements in radio devices than in any other field except automobiles and airships. some of the patents are impracticable, but many are in direct line with recognized needs. Considerable advance has been made in controlling railway trains by wireless instead of by ordinary telegraph or telephone systems. It is predicted that another five years will see radio dispatching in general use. During the blizzard of January when telegraph wires were down, the wireless station at Hoboken, New Jersey, kept in touch with a number of snowbound trains.

While radio work is going rapidly forward, progress in the kindred science of wireless telephony is keeping pace, and perhaps a little over. At any rate, the last year was a banner one for wireless telephone advance. Only a few weeks ago, Secretary Daniels delivered the first naval order to go by wireless telephone, from his office in the Navy Department in Washington to Admiral Usher at the Brooklyn Navy Yard.

In the field of wireless telephony, the United States has been a leader from the beginning. As far back as 1908, Professor Fessenden of Massachusetts reported a successful communication between his station in that state and Washington, D. C., and year before that, he had talked with Jamaica Plains, New York—a distance of two hundred miles. Last year Dr. D. G. McCaa of Lancaster, Pennsylvania, equipped a coasting steamer with a telephone of his own construction by which he talked to other ships and to shore stations at distances ranging up to 150 miles. The climax of the year, and of all wireless telephone work was the communication between Arlington, near Washington, D. C., San Francisco, Paris, Hawaii, and the Isthmus of Panama.

Wireless telephony, besides obviating the difficulty and expense of stringing wires, has the advantage over the ordinary system that it transmits the voice without loss of the shades of articulation. Before it can be generally utilized commercially, however, it will be necessary to develop the generating and modulatone instruments until conversations can be held over 500 miles or more without failure on account of fatigue of the apparatus, or through atmospheric or other interference. Interference is a frequent cause of difficulty in all sorts of wireless work. In this connection it may be noted that the new wireless direction finder is less affected by atmospheric disturbances and interfering radiations than is an ordinary receiving apparatus.

In order to prevent interference with commercial and official messages, an Act of 1912 provides that all wireless stations must be under inspection by the Department of Commerce. The inspectors regulate the wave lengths sent out by amateur stations so that they will not interfere with wireless business. An instrument called a wave decremeter was designed by the Bureau of Standards to make the wave measurements. An amateur station may only shift the specified limits of its wave-length when sending signals of distress or messages relating thereto.

The United States is divided into nine radio inspection districts with headquarters in New Orleans, Chicago, Baltimore, New York, Boston, Savannah, Cleveland, San Francisco, and Seattle. Thanks to the perfection of the decremeter, the American system of radio inspection is the most efficient in the world. Two improvements in the instrument have been perfected and will soon be in general use. One is a more portable form, designed to facilitate the inspection of ships' wireless, and the other is a combination of the decremeter with a receiving apparatus and transmitter.

Radio stations under construction will put the United States in direct communication with all the more important of her insular possessions. A new station at Pearl Harbor, Hawaii, is being built; communication is already established with Honolulu. A station at Cavite in the Philippines will be completed within the year. Messages have already been received at San Francisco from Japan, a distance of 5,600 miles, showing the practicability of connection with the Philippines. Improved connection with Japan is looked for in the near future, as only Japan's participation in the war set back her plans in that direction.

The dominant place of the United States in wireless work is one that the country should be proud of and make every effort to maintain. The government experts, the commercial companies, and the unattached scientists and inventors who specialize in this line, taken together with thousands of amateur enthusiasts, make a unique combination that is capable of accomplishing great results either in war or peace.

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* * *

In the modern Greek marriage ceremony two rings are used—a gold one for the bridegroom and a silver one for the bride.

* * *

Jews break the glass out of which the bridal pair have drunk during the ceremony, to remind them of their mortality.

* * *

Lemons should be wiped dry and hung up in nets, or, if laid on a shelf, they should be turned every day.

* * *

When a child swallows a pin, the best thing to do is to give it a bowl of gruel. Emetics should be avoided.

* * *

The smallest coin ever issued is the "mite." One thousand of these are worth as much as a shilling.

* * *

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Blinded in Battle, But Not Made Useless ◎ By Richard Harding Davis

These days the streets of Paris are filled with soldiers each of whom has given to France some part of his physical self. That his country may endure, that she may continue to enjoy and teach liberty, he has seen his arm or his leg, or both, blown off, or cut off. But when on the boulevards you meet him walking with crutches or with an empty sleeve pinned beneath his Cross of War, and he thinks your glance is one of pity, he resents it. He holds his head more stiffly erect. He seems to say, "I know how greatly you envy me!"

And who would dispute him? Long after the war is ended, so long as he lives, men and women of France will honor him, and in their eyes he will read their thanks. But there is one soldier who cannot read their thanks, who is spared the sight of their pity. He is the one who has made all but the supreme sacrifice. He is the one who is blind. He sits in perpetual darkness. You can remember certain nights that seemed to stretch to doomsday, when sleep was withheld and you tossed and lashed upon the pillow, praying for the dawn. Imagine a night of such torture dragged out over many years. With the dreadful knowledge that the dawn will never come. Imagine Paris with her bridges, palaces, parks, with the Seine, the Tuileries, the boulevards, the glittering shop windows conveyed to you only through noise. Only through the shrieks of motor horns and the shuffling of feet.

The men who have been blinded in battle have lost more than sight. They have been robbed of their independence. They feel they are a burden. It is not only the physical loss they suffer, but the thought that no longer are they of use, that they are a care, that in the scheme of things—even in their own little circles of family and friends—there is for them no place. It is not unfair to the poilu to say that the officer who is blinded suffers more than the private. As a rule, he is more highly strung, more widely educated; he has seen more; his experience of the world is broader; he has more to lose. Before the war he may have been a lawyer, doctor, man of many affairs. For him it is harder than, for example, the peasant to accept a future of unending blackness spent in plaiting straw or weaving rag carpets. Under such conditions life no longer tempts him. Instead, death tempts him, and the pistol seems very near at hand.

It was to save men of the officer class from despair and from suicide, to make them know that for them there still was a life of usefulness, work, and accomplishment, that there was organized in France the Committee for Men Blinded in Battle. The idea was to bring back to officers who had lost their sight, courage, hope, and a sense of independence, to give them work not merely mechanical but more in keeping with their education and intelligence. The President of France is patron of the society, and on its committees in Paris and New York are many distinguished names. The French Government has promised a house near Paris where the blind soldiers may be educated. When I saw them they were in temporary quarters in the Hotel de Crillon, lent to them by the proprietor. They had been gathered from hospitals in different parts of France by Miss Winifred Holt, who for years has been working for the blind in her Lighthouse in New York. She is assisted in the work in Paris by Mrs. Peter Cooper Hewitt. The officers were brought to the Crillon by French ladies, whose duty it was to guide them through the streets. Some of them also were their instructors, and in order to teach them to read and write with their fingers had themselves learned the Braille alphabet. This requires weeks of very close and patient study. And no nurse's uniform goes with it. But the reward was great.

It was evident in the alert and eager interest of the men who, perhaps, only a week before had wished to "curse God, and die." But since then hope had returned to each of them, and he had found a door open, and a new life.

And he was facing it with the same or with even a greater courage than that with which he had led his men into the battle that blinded him. Some of the officers were modeling in clay, others were learning typewriting, one with a drawing board was studying to be an architect, others were pressing their finger tips over the raised letters of the Braille alphabet. Opposite each officer, on the other side of the table, sat a woman he could not see. She might be young and beautiful, as many of them were. She might be white-haired and a great lady bearing an ancient title, from the faubourg across the bridges, but he heard only a voice.

The voice encouraged his progress, or corrected his mistakes, and a hand, detached and descending from nowhere, guided his hand, gently, as one guides the fingers of a child. The officer was again a child. In life for the second time he was beginning with A, B, and C. The officer was tall, handsome and deeply sunburned. In his uniform of a chasseur d'Afrique he was a splendid figure. On his chest were the medals of the campaigns in Morocco and Algiers, and the crimson ribbon of the Legion of Honor. The officer placed his forefinger on a card covered with raised hieroglyphics.

"N," he announced.

"No," the voice answered him.

"M?" His tone did not carry conviction.

"You are guessing," accused the voice. The officer was greatly confused.

"No, no, mademoiselle!" he protested. "Truly, I thought it was an 'M.'"

He laughed guiltily. The laugh shook you. You saw all that he could never see; inside the room the great ladies and latest American countesses, eager to help, forgetful, of self, full of wonderful, womanly sympathy, and outside, the Place de la Concorde, the gardens of the Tuileries, the trees of the Champs Elysees, the sun setting behind the gilded dome of the Invalides. All these were lost to him, and yet as he sat in the darkness, because he could not tell an N from an M, he laughed, and laughed happily. From where did he draw his strength and courage? Was it the instinct for life that makes a drowning man fight against an ocean? Was it his training as an officer of the Grande Armee? Was it that spirit of the French that is the one thing no German knows, and no German can ever break? Or was it the sound of a woman's voice and the touch of a woman's hand? If the reader wants to contribute something to help teach a new profession to these gentlemen, who in the fight for civilization have contributed their eyesight, write to the Secretary of the committee, Mrs. Peter Cooper Hewitt, Hotel Ritz, Paris.

What is going forward at the Crillon for blind French officers is being carried on in London at St. Dunstan's, Regent's Park, for blind Tommies. At this school the classes are much larger than are those in Paris, the pupils more numerous, and they live and sleep on the premises. The premises are very beautiful. They consist of seventeen acres of gardens, lawns, trees, a lake, and a stream on which you can row and swim, situated in Regent's Park and almost in the heart of London. In the days when London was further away the villa of St. Dunstan's belonged to the eccentric Marquis of Hertford, the wicked Lord Steyne of Thackeray's "Vanity Fair." It was a country estate. Now the city has closed in around it, but it is still a country estate, with ceilings by the Brothers Adam, portraits by Romney, sideboards by Sheraton, and on the lawn sheep. To keep sheep in London is as expensive as to keep racehorses, and to own a country estate in London can be afforded only by Americans. The estate next to St. Dunstan's is owned by an American lady. I used to play lawn tennis there with her husband. Had it not been for the horns of the taxicabs we might have been a hundred miles from the nearest railroad. Instead, we were so close to Baker Street that one false step would have landed us in Mme. Tussaud's. When the war broke out the husband ceased hammering tennis balls and hammered German ships of war. He sank several—and is now waiting impatiently outside of Wilhelmshaven for more.

St. Dunstan's also is owned by an American, Otto Kahn, the banker. In peace times, in the Winter months, Mr. Kahn makes it possible for the people of New York to listen to good music at the Metropolitan Opera House. When war came, at his country place in London he made it next to possible for the blind to see. He gave the key of the estate to C. Arthur Pearson. He also gave him permission in altering St. Dunstan's to meet the needs of the blind to go as far as he liked.

When I first knew Arthur Pearson he and Lord Northcliffe were making rival collections of newspapers and magazines. They collected them as other people collect postal cards and cigar bands. Pearson was then, as he is now, a man of the most remarkable executive ability, of keen intelligence, of untiring nervous energy. That was ten years ago. He knew then that he was going blind. And when the darkness came he accepted the burden; not only his own, but he took upon his shoulders the burden of all the blind in England. He organized the National Institute for those who could not see. He gave them of his energy, which has not diminished; he gave them of his fortune, which, happily for them, has not diminished; he gave them his time, his intelligence. If you ask what the time of a blind man is worth, go to St. Dunstan's and you will find out. You will see a home and school for blind men, run by a blind man. The same efficiency, knowledge of detail, intolerance of idleness, the same generous appreciation of the work of others, that he put into running The Express and Standard, he now exerts at St. Dunstan's. It has Pearson written all over it just as a mile away there is a building covered with the name of Selfridge, and a cathedral with the name of Christopher Wren. When I visited him in his room at St. Dunstan's he was standing with his back to the open fire dictating to a stenographer. He called to me cheerily, caught my hand, and showed me where I was to sit. All the time he was looking straight at me and firing questions.

"When did you leave Salonica? How many troops have we landed? Our positions are very strong, aren't they?"

He told the stenographer she need not wait, and of an appointment he had which she was not to forget. Before she reached the door he remembered two more things she was not to forget. The telephone rang, and, still talking, he walked briskly around a sofa, avoided a table and an arm chair, and without fumbling picked up the instrument. What he heard was apparently very good news. He laughed delightedly, saying "That's fine! That's splendid!"

A secretary opened the door and tried to tell him what he had just learned, but was cut short.

"I know," said Pearson. "So-and-so has just 'phoned me. It's fine, isn't it?"

He took a small pad from his pocket, made a note on it, and laid the memorandum beside the stenographer's machine. Then he wound his way back to the fireplace and offered a case of cigarettes. He held them within a few inches of my hand. Since I last had seen him he had shaved his mustache and looked ten years younger, and, as he exercises every morning, very fit. He might have been an officer of the navy out of uniform. I had been in the room five minutes, and only once, when he wrote on the pad and I saw he did not look at the pad, would I have guessed that he was blind.

"What we teach them here," he said, firing the words as though from a machine gun, "is that blindness is not an 'affliction.' We won't allow that word. We teach them to be independent. Sisters and the mothers spoil them! Afraid they'll bump their shins. Won't let them move about. Always leading them. That's bad, very bad. Makes them think they're helpless, no good, invalids for life. We teach 'em to strike out for themselves. That's the way to put heart into them. Make them understand they're of use, that they can help themselves, help others, learn a trade, be self-supporting. We trained them to row. Some of them never had had oars in their hands except on the pond at Hampstead Heath on a bank holiday. We trained a crew that swept the river."

It was fine to see the light in his face. His enthusiasm gave you a thrill. He might have been Guy Nickalls telling how the crew he coached won at New London.

"They were the best crews, too. University crews. Of course, our coxswain could see, but the crew were blind. We've not only taught them to row, we've taught them to support themselves, taught them trades. All men who come here have lost their eyesight in battle in this war, but already we have taught some of them a trade and set them up in business. And while the war lasts business will be good for them. And it must be nursed and made to grow. So we have an 'after care' committee. To care for them after they have left us. To buy raw material, to keep their work up to the mark, to dispose of it. We need money for those men. For the men who have started life again for themselves. Do you think there are people in America who would like to help those men?"

I asked, in case there were such people, to whom should they write.

"To me," he said, "St. Dunstan's, Regent's Park."

I found the seventeen acres of St. Dunstan's so arranged that no blind man could possibly lose his way. In the house, over the carpets, were stretched strips of matting. So long as a man kept his feet on matting he knew he was on the right path to the door. Outside the doors hand rails guided him to the workshops, schoolrooms, exercising grounds, and kitchen gardens. Just before he reached any of these places a brass knob on the hand rail warned him to go slow. Were he walking on the great stone terrace and his foot scraped against a board he knew he was within a yard of a flight of steps.

Wherever you went you found men at work, learning a trade, or, having learned one, intent in the joy of creating something. To help them there are nearly sixty ladies, who have mastered the Braille system and come daily to teach it. There are many other volunteers, who take the men on walks around Regent's Park and who talk and read to them. Everywhere was activity. Everywhere some one was helping some one; the blind teaching the blind; those who had been a week at St. Dunstan's doing the honors to those just arrived. The place spoke only of hard work, mutual help, and cheerfulness. When first you arrived you thought you had over the others a certain advantage, but when you saw the work the blind men were turning out, which they could not see and which you knew with both your eyes you never could have turned out, you felt apologetic.

There were cabinets, for instance, measured to the twentieth of an inch, and men who were studying to be masseurs who only by touch could distinguish all the bones in the body. There was Miss Woods, a blind stenographer. I dictated a sentence to her, and as fast as I spoke she took it down on a machine in the Braille alphabet. It appeared in raised figures on a strip of paper like those that carry stock quotations. Then, reading the sentence with her fingers, she pounded it on an ordinary typewriter. Her work was faultless.

What impressed you was the number of the workers who, over their task, sang or whistled. None of them paid any attention to what the others were whistling. Each acted as though he were shut off in a world of his own. The spirits of the Tommies were unquenchable.

Brown Five was one of those privates who are worth more to a company than the Sergeant Major. He was a comedian. He looked like John Bunny, and when he laughed he shook all over, and you had to laugh with him, even though you were conscious that Brown Five had no eyes and no hands. But was he conscious of that? Apparently not. Was he disheartened? No! Some one snatched his cigarette; and with the stumps of his arms he promptly beat two innocent comrades over the head. When the lady guide interfered and admitted it was she who had robbed him, Brown Five roared in delight.

"I bashed 'em!" he cried. "Her took it, but I bashed the two of 'em!"

A private of the Munsters was weaving a net, and, as though he were quite alone, singing, in a fine baritone, "Tipperary." If you want to hear real close harmony, you must listen to Southern darkies; and if you want to get the sweetness and melancholy out of an Irish chant, an Irishman must sing it. I thought I had heard "Tipperary" before several times, and that it was a "march. But I found I had not heard it before, and that it is not a march, but a lament and a love song. The soldier did not know we were listening, and while his fingers wove the meshes of the net, his voice rose in tones of the most moving sweetness. He did not know that he was facing a window, he did not know that he was staring straight out upon the City of London. But we knew and when in his rare baritone and rare brogue he whispered rather than sang the lines:

Good-bye, Piccadilly—
Farewell, Leicester Square,

It's a long, long way to Tipperary—all of his unseen audience hastily fled.

There was also Private Watts, who was mending shoes. When the week before Lord Kitchener visited St. Dunstan's Watts had joked with him. I congratulated him on his courage.

"What was your joke?" I inquired.

"He asked me when I was a prisoner with the Germans how they fed me, and I said: 'Oh, they gave me five beefsteaks a day.'"

"That was a good joke," I said. "Did Kitchener think so?"

The man had been laughing, pleased and proud. Now the blank eyes turned wistfully to my companion.

"Did his Lordship smile?" he asked.

These blind French officers and English Tommies are teaching a great lesson. They are teaching men who are whining over the loss of money, health, or a job, to be ashamed. It is not we who are keeping them, but they who are helping us. They are showing us how to face disaster and setting us an example of real courage. And those who do not profit by it are more blind than they.

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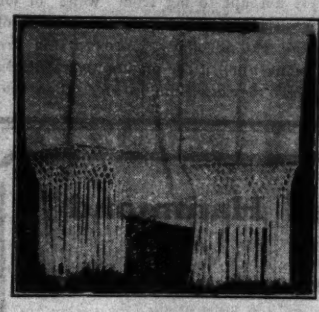

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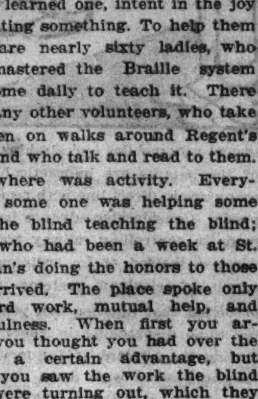

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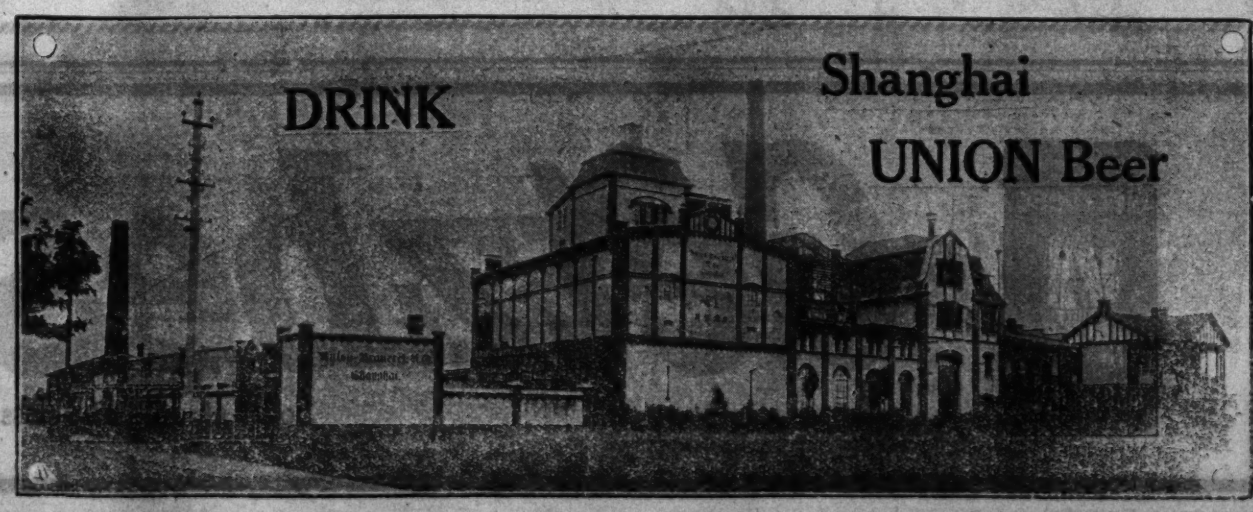

Canada Is Recruiting One Thousand Men a Day

In the Parliamentary Guide of Canada Major Gen. Sam Hughes, the Minister of Militia and Defense and the military idol of the Dominion in its foreign war activities, is recorded as Samuel. Possibly the printer made a mistake, possibly the parents of the General had him christened that way back in 1853, but if they did he and the rest of Canada have forgotten it or ignore the fact. He signs himself Sam without any compromising period to indicate that that is an abbreviation, and he is plain General Sam to everybody from Sir Robert Laird Borden, the Prime Minister, down to the latest recruit.

That name fits him much better. For example, in the course of an hour's interview at Ottawa, the General was interrupted six times, twice by telephone and four times by telegrams, with requests for troops to guard one thing or another in Canada. The first call was by 'phone, and I heard General Hughes's half of the conversation, which was:

"No, Porter, you will have to guard your own water works. No, not a single man. I am not guarding anything and won't. I haven't got so much as a toothpick for defense in my own house, let alone a revolver Nobody's going to blow up your water works. If you are afraid of it, get out your city police. It's their job, not mine. I saw 600 ablebodied young men coming out of a rink last night with nothing to do. Make them work. They ought to be enlisted and getting in shape to fight Germans instead of yapping at a hockey game. No, Porter, I'm sorry not to accommodate you, but we are recruiting these men and training them to lick Germany and for nothing else. I won't guard anything in Canada. Canada doesn't need it. You are all scared to death because somebody happened to throw away a cigarette in the Parliament Building and burned the place up."

All the above with much emphasis and what I felt very sure was a wink at me from under the General's remarkable overhanging jet black eyebrows (his hair is snow white), so I felt encouraged to ask if I might use the half of the conversation I had heard.

"Of course you can," replied the General. "That was Mayor Porter of Ottawa. He wants me to guard his water works."

The Minister of Defense had hardly got under way in telling about the recruiting when the telephone bell rang again. He said to the man at the other end of the wire. "No, you will have to skin your own skunks. There are no soldiers for that sort of work. Look here, you could have hired a watchman with what it has cost you to call me on the long distance to ask for a company of men."

"That call," explained the General, "was from a manufacturer out West who wants me to guard his factory. That Parliament fire, which I am very sure was accidental, has certainly given Canada a case of nerves."

The telegrams were of the same purport, one of them asking protection for a town hall, and they all got the same reply.

General Hughes, in speech and manner and appearance, strongly resembles General Leonard Wood, and in speech, sometimes, he suggests General Bingham when the latter was Police Commissioner of New York. Once when General Wood was Military Governor of Cuba in the McKinley Administration he was accused by Democratic opponents of spending $19,000 of United States funds for some electioneering purpose on the island. He was in this country at the time, and the writer asked him what he had to say to the cablegram from Cuba to the effect that he had spent the $19,000 for campaign purposes. 'It is a damn lie; I spent $39,000 for campaign purposes," replied General Wood, and then proceeded to justify the expenditure. General Hughes would make the same sort of an answer under similar circumstances.

Maj. Gen. Sir Sam Hughes

Returning to the subject of the scare, General Hughes said that Canada was in about the same state of mind, because of the Ottawa fire, that had existed at the beginning of the war.

"We did have some wild yarns in those days,' he remarked. "There was one story which a great many good and apparently intelligent people believed to the effect that there were two hundred and fifty thousand Germans in the Adirondacks, all armed with rifles, that they had got up there from different parts of the United States in the guise of sportsmen with New York State licenses for hunting, limiting each man to the shooting of one deer, but that they were really coming over the border, at the given signal, and shoot as many Canadians as they could without any license at all.

"One night there was a story of three aeroplanes coming across the United States border and heading straight for Ottawa. The scare that night was so great that all the lights in the House of Parliament were extinguished so that the airmen could not find the capital.

"But our danger is not here. The menace to Canada and all the rest of the civilized world is on the battlefields in Europe and our real work throughout this Dominion is to prepare to do our full share of the work over there. And that work is to smash Prussia and restore human liberty.

"So far, I think, Canada has done her share and will keep right on to the finish. We are recruiting at the rate of a thousand men a day. We have sent 125,000 men overseas already and have 125,000 more ready to send as fast as we can find ships to take them. That is the chief difficulty of our problem in Canada, getting the transportation for the men who are prepared and equipped to go. Of the 125,000 who have gone to England 60,000 are now in the trenches, and they are doing splendid work. There are no better troops than the Canadians in the war. Our losses so far have been approximately 10,000.

"The entire Dominion is divided into ten militia districts. That is not a war measure, but a part of our old machinery for recruiting that has been in force for many years, and it has been adequate in the emergency of war. We had 75,000 men in our regular militia before the war, but the law prohibited the Government from sending that body of men, as such, out of the country, so we began the organization of the overseas expeditionary force, and the regular militiamen, for the most part, went from the stay-at-home troops over into the new forces, giving us an excellent nuclus for the fighting organization. This plan enabled us to equip and send across the Atlantic 33,000 men in six weeks after the war began. Since then we have sent nearly 100,000 more.

"It has not been necessary to open new recruiting stations. The preliminary work of getting the men is carried on in each of the ten districts by the regimental or battalion organization of each province, and the response is so loyal and spontaneous that, as I have already told you, the new men are enlisting at the rate of a thousand a day for the entire Dominion. We have some difficulty in the problem of housing them till we can get them aboard ship. All the available armories are in use as barracks; we have been obliged to hire a good many buildings, and in some cases we are billeting the recruits in homes, which is an awkward thing to do. If we could only get the boats we could have a constant stream of well trained men going from Canada to where they would do the most good. Of course the bulk of them are infantry, but every arm of the service is represented in the Canada expedition."

General Hughes shares the opinion of the rest of official Canada, as expressed by Sir Robert Borden, the Prime Minister, and by Sir Wilfrid Laurier, the opposition leader, that the war is only in its early stages, that England has been obliged to devote the first two years of hostilities to getting ready.

"This recruiting," he said, "is going to continue until we have defeated Germany and crushed Prussia. There are in Canada 1,600,000 men of fighting age, that is, between 18 and 45—and they will all go if they are needed."

"Do you think it will be necessary to call for men older than 45?"

"No; we will have Germany thoroughly trimmed before that time comes."

"Has Canada any slackers?"

"Not many; not enough to interfere with what we must do. The response is very general everywhere, depending, of course, somewhat upon the industrial conditions of any given locality. In factory towns, where manufacturing plants are running overtime and calling for help in the work of getting out war munitions, we do not expect to get as many men in proportion to population as we do in the rural districts or in non-manufacturing communities. But there is nothing to complain about, and we cannot say that this or that element in the population is hanging back. The rich and the poor, the French and the English Canadians, and even the Indians, are all coming out to help Canada and the rest of civilization. Many of the employers of labor in the country are giving their men leave of absence, with pay, to serve in the overseas forces, and nearly every woman and child in the Dominion is doing something for the welfare of the men who are fighting or for the support of the families left at home.

"What Canada is doing is raising a trained democratic army. Both of the adjectives I have just used, trained and democratic, are of the utmost importance in understanding this situation. Our strength, up to a million and three-quarters of men, if necessary, will be in a volunteer army of citizens, every man trained in modern methods of warfare. And the lesson of all history is that the democratic army, after it gets its bearings, always defeats the standing army of professionals. One third of the army that won the battle of Waterloo was made up of farmers. We have farmers, fishermen, lumbermen, hunters, Indians, thousands of keen athletic young fellows from the cities and big student delegations from the universities—all the elements needed for the army that wins.

"That is the sort of an army that Canada and every other country should always have potentially, war or no war. I certainly do not believe in any form of compulsory service, but I do believe in universal, voluntary training for all boys and young men by means of the cadet system in the schools. The youngsters should begin to get such training when they are 12 years old and keep it up till they are 18. I would advocate this if there were never to be another war. It would make good men out of the bad ones and better men out of the good ones."

General Hughes's advocacy of the democratic army and the training of all the men of a nation for it is based on the knowledge of his own experiences and the traditions of his family. His great-great-grandfather, with two sons, was killed at Waterloo, and another son was wounded there. His own son and two of his brothers are officers in the Canadian army now in Europe, and his own life has been a blend of literary activities in times of peace and of fighting whenever England or Canada has had any little trouble to attend to. For example, he has been Lecturer in English Literature and History in Toronto Collegiate Institute and for twelve years he was proprietor and editor of a newspaper. On the other hand, he fought so well in South Africa that he attained high rank in the British Army, and he has had various military experiences in minor uprisings. Then, to keep the balance between the civil and military parts of his career, he has been a member of the Canadian parliament since 1892. In 1911 he became Minister of Militia in Sir Robert Borden's Cabinet.

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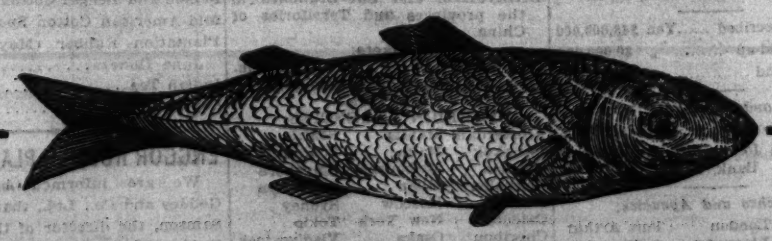

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FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, April 8, 1916.

Money and Bullion

	Tls.
Mexican Dollars: Market rate:	72.60
S'hai Gold Bars: 978 touch...	—
Bar Silver	—
Copper Cash	1905
Sovereigns:	
buying rate, @ 2-9⅞ Tls.	7.08
Exch. @ 72.8—Mex. $	9.73
Peking Bar	362
Native Interest	.06

Latest London Quotations

Bar Silver	29⅜d.
Bank rate of discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex., Paris on London ....Fr.	28.57
Ex., N.Y. on London T.T...$	477.00
Consols .....£	—

Exchange Closing Quotations

London	T.T.	2-9⅞
London	Demand	2-9⅛
India	T.T.	210½
Paris	T.T.	399
Paris	Demand	399½
New York	T.T.	67
New York	Demand	67⅛
Hongkong	T.T.	72¼
Japan	T.T.	74¾
Batavia	T.T.	158

Banks' Buying Rates

London	4 m-s. Cdts.	2-10⅛
London	4 m-s. Docy.	2-11 1/16
London	6 m-s. Cdts.	2-11¾
London	6 m-s. Docy.	2-11⅞
Paris	4 m-s.	418½
New York	4 m-s.	69⅝

CUSTOMS HOUSE RATES OF EXCHANGE FOR APRIL

£1—Hk. Tls.	.....	6.40
Hk. Tls. 1—Francs.	.....	4.41
,, ,, 1—Marks.	.....	3.62
Gold $ 1—Hk. Tls.	.....	1.35
Hk. Tls. 1—Yen.	.....	1.48
,, ,, 1—Rupees.	.....	2.34
,, ,, 1—Roubles.	.....	2.29
,, ,, 1—Mex. $.	.....	1.50

Chinese Exchange Rates

Rates of Exchange Bank of China (Shanghai Branch)

Mexican Dollars, 72.5875
Chinese Dollars, 72.575
On Peking, Demand, 105½
On Tientsin, Demand, 106
On Newchwang, Demand, 80⅛
On Hankow, Demand, 103⅝
On Chungking, Demand, 116½
On Nanchang, Demand, 73
On Foochow, Demand, 95 1/16
On Amoy, Demand, 71⅛
On Swatow, Demand, —
On Canton, Demand, payable in small (Silver) Coins, —
On Canton, Demand, payable in Notes of Bank of China, Canton, —
On Canton, Demand, payable in Canton (997) Taels, —

April 8, 1916.

Stock Exchange Transactions

Shanghai, April 8, 1916.

TODAY'S QUOTATIONS

Official
Shanghai Docks Tls. 82.00 cash
Shanghai Docks Tls. 83.00 April

Direct Business Reported
Yangtsze Ins. Tls. 290.00
S.M.C. 6% Debs. 1903 Tls. 100.00
S.M.C. 6% Debs. 1908 Tls. 100.00
S.M.C. 5½% Debs. 1914 Tls. 95.50
S.M.C. 5½% Debs. 1914 Tls. 96.00
S.M.C. 5½% Debs. 1915 Tls. 96.00

Sharebrokers' Association Transactions

Shanghai, April 8, 1916.

BUSINESS DONE

Official
Anglo Javas Tls. 14.10 cash
Senawangs Tls. 25.50 May
Senawangs Tls. 24.50 cash
Chemors Tls. 2.40 cash
Tanah Merahs Tls. 12.75
Ziangbes Tls. 8.00 April
Repahs Tls. 1.60 cash
Telephones Tls. 96.00 cash

Direct
Kotas Tls. 14.90 April
Kotas Tls. 14.40 cash
S'hai Municipal 6% Debs. Tls. 100.00 cash
S'hai Municipal 5½% Debs. Tls. 96.00 cash

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Silk Market Report

Messrs. Wm. Little and Co. write as follows in their weekly silk market report:—

White Silk.—The market continues very quiet.

Green Kahings.—Mandarin Duck, M, MM, MMM, Tls. 547½ a.v.

	1915-1916 bales	bales	bales
From 1st June to date	23,810	12,961	36,771
Against corresponding period White Silk, to Europe &c., in 80 catty Bales			
White Silk, to America in picul Bales			
1914-1915	10,496	13,932	24,427
1913-1914	26,837	17,825	44,722

	1915-16 Piculs
Settlements for Europe, &c., White Silk	11,900
Settlements for Europe, &c., Yellow Silk	13,000
Settlements for America, White Silk	12,100
	37,000
Stock in Shanghai, White Silk.....	500
Yellow Silk.....	1,500
Visible Supply for season to date	39,000
Stock in Shanghai, Wild Silk	500

U. K. METAL MARKET

Reuter's Service

London, April 7.—Today's metal prices are as follows:—

	£	s.	d.
Standard Copper G. M. B. f. o. b.	118	0	0
American Electrolytic 99 90% Copper f. o. b.	134	0	0
Soft Lead "Spanish" f. o. b.	33	12	6
Tinplates, I. C. W. 20-24 100lbs. 112 Sheets per Case tin lined Cases without Hoops f. o. b. Wales	0	32	9
Standard Tin (Cash	202	0	0
Spelter (ordy soft) f. o. b.	89	0	0
Standard Tin (3 Months)	196	0	0

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Fire and Marine Capital $1,200,000. *LIFE* Capital $1,000,000

The undersigned are prepared to grant policies of Insurance against Fire, Marine and Life at the lowest Current Rates. Claims Payable at the Head Office, No. 127, Szechuen Road, as well as at all other Branches.

LO SUN, Manager. YEN TSZU-CHUEN, Manager.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter, 1853.

Capital	£1,200,000
Reserve Fund	1,800,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Geschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank, Limited.
The London County & Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Hongkong	Peking
Bangkok	Iloilo	Penang
Batavia	Ipoh	Puket
Bombay	Karachi	Rangoon
Calcutta	Klang	Saigon
Canton	Kobe	Seremban
Cebu	Kuala-Lumpur	Singapore
Colombo	Madras	Shanghai
Delhi	Malacca	Sourabaya
Foochow	Manila	Taiping
Haiphong	Medan	(F.M.S.)
Hankow	New York	Tientsin
		Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Account, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

W. B. SUTHERLAND, Manager.

Banque de L'Indo-China

Capital ..... Frs. 48,000,000.00
Reserves ..... „ 48,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mongtze	Singapore
Djibouti	Noumea	Tientsin
Pondichery	Peking	Tourane
Haiphong	Papeete	
Hankeou	Pnom-Penh	

Bankers:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARADIN, Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital ..... Fr. 30,000,000

Head Office: BRUSSELS.
London Office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

President:
JEAN JADOT,
Gouverneur Societe Generale de Belgique.

Bankers:
LONDON: Martin's Bank, Ltd.
BRUSSELS: Societe Generale de Belgique.
ANTWERP: Banque d'Anvers.
PARIS: Banque de l'Union Parisienne, Societe Anonyme.
LYONS AND MARSEILLES: Comptoir National d'Escompte d'Paris.
NEW YORK: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

W. A. HOEHN, Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000 @ 2s.	$15,000,000
Silver	18,000,000
	$33,000,000
Reserve Liability of Proprietors	$15,000,000

Head Office: HONGKONG.
Court of Directors:
W. L. Pattenden, Esq., Chairman.
S. H. Dodwell, Esq., Deputy
G. T. M. Edkins, Esq. [Chairman.
C. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak.
Hon. Mr. D. Landale.
J. A. Plummer, Esq.
Hon. Mr. E. Shellim.

Chief Manager:
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kuala-Lumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12 The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN, Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	45,000,000
Reserve Fund	22,000,000
	Kpg. Tls.
Capital contributed by the Chinese Government	3,500,000
Reserve Fund	1,733,000

Head Office: PETROGRAD.
Paris Office: 9 Rue Boudreau.
London Office: 64 Old Broad St. E.C.

Bankers:
LONDON: Messrs. Glyn, Mills, Currie & Co.
PARIS: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
LYONS: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
BERLIN: Messrs. Mendelsohn & Co.
HAMBURG: Messrs. M. M. Warburg & Co.

Far Eastern Branches and Agencies:

Bombay	Hailan	Peking
Calcutta	Hankow	Shanghai
Changchun (Kwan-chendze)	Harbin	Tientsin
	Hongkong	Tsingtau
	Newchwang	Vladivostock
Chefoo	Nicolayowsk	Yokohama
Dalny (Dairen) o-A		

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH.

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

SAFE DEPOSIT BOXES

J. JEZIERSKI,
Q. CARRERE,
Managers for China and Japan.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Agents for the Principal Chinese Banks in Shanghai.

Paid-up Capital $300,000.

All kinds of banking business transacted.

Currency Exchange a speciality.

Special department for handling loans against warehouse receipts and other commercial paper.

Interest on Tael current accounts 2%.

Particulars of interest allowed on Dollar current accounts and fixed deposits can be obtained on application.

K. P. CHEN, General Manager.

International Banking Corporation

Head Office:
60, Wall Street, New York.

London Branch:
31, Bishopsgate, E. C.

Capital paid-up	U.S. $3,250,000
Reserve and Undivided Profits	U.S. 4,210,000
	U.S. $7,460,000

London Bankers:
Bank of England.
National Provincial Bank of England, Limited.

Branches and Agents All over the World.

THE CORPORATION transacts every description of Banking and Exchange business, issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, available in the United States of America and in all other parts of the world, receives money on CURRENT DEPOSIT ACCOUNT and on FIXED DEPOSIT upon terms which can be ascertained on application.

G. HOGG, Manager.

1-A, Kiukiang Road.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent. per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine.

Capital ..... Francs 45,000,000
One-third of the Capital, i.e. Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin and Shanghai
BANKERS:
IN FRANCE: Societe Generals pour le Development du Commerce et du l'Industrie en France.
IN LONDON: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION, Manager.

1, French Bund, Shanghai.

Yokohama Specie Bank, Limited
(*Established* 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed	Yen	$48,000,000
Capital Paid-up	„	30,000,000
Reserve Fund	„	20,400,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies:

Antungshin	London	Port Arthur
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Sydney
Changchun	Lyons	Sinanfu
Dalny	Mukden	Tiehling
Hankow	Nagasaki	Tientsin
Harbin	Newchwang	Tokio
Hongkong	New York	Tsingtau
Honolulu	Osaka	
Kobe	Peking	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

March 10, 1916.

The Mercanti'e Bank of India, Ltd.

HEAD OFFICE, 15 Gracechurch Street, LONDON.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	550,000

Bankers:
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LD.

EVERY description of Exchange business transacted. INTEREST allowed on Tael Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH, Acting Manager.

7, Nanking Road.

Nederlandsche Handel-Maatschappij
(NETHERLANDS TRADING SOCIETY)

Established 1824.

Paid-up Capital—
Glds. 50,000,000 (about £4,167,000)
Reserve Fund—
Glds. 9,237,150 (about £769,763)

Head Office: AMSTERDAM
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Padang	Soerakarta
Bandoeng	Palembang	Tandjong Balei
Cheribon	Pekalongan	Tebing-Tinggi
Djember	Penang	Tegal
Djokjakarta	Pontianak	Telok-Betong
Hongkong	Rangoon	Tjilatap
Kota-Radja	Semarang	Weltevreden
Makassar	Singapore	
Medan	Soerabaia	

London Bankers:—
Union of London and Smith's Bank, Ld.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. I. WYNBERG, Acting Agent.

THE BANK OF TERRITORIAL DEVELOPMENT OF CHINA, LIMITED

33 Nanking Road: Tel. Nos. 3893-4492.

CHARTERED BY THE CENTRAL GOVERNMENT, 1914
"THE PREMIER CHINESE BANK IN THE ORIENT."
Head Office: Peking

Authorized Capital ...	$20,000,000.00
Subscribed Capital ..	14,000,000.00
Fully Paid Up Capital	4,000,000.00
Liabilities	$10,000,000.00

Board of Directors:
Chairman: Mr. Wang Yi-tang, ex-Tartar General of Mongolian Frontier and now General Advisor to Yuan Shih-k'ai.
Vice-Chairman: Mr. Feng Ling-peh, President of the United Chamber of Commerce in Peking.
Mr. Chin Char, Chairman of the Bureau of Commerce and Labour of the Central Board of Commerce.
Mr. Tao Te-kuang, M. A., Cornell University, U.S.A., ex-Commissioner On Foreign Loans, now Commissioner on Currency Reform and Advisor on Finance to Li Yuan-hung.
Mr. Liu Ming-chee, Financier and Capitalist, Managing Director for the Chinese Frontier Trading Corporation.
BRANCHES and Sub-Branches in the provinces and Territories of China.

Bankers:
The Eastern Bank, Ltd., London.
National Bank of Commerce, New York.

FOREIGN AGENCIES:

Amsterdam	Manila	Seattle
Bangkok	Malta	Somarang
Batavia	Melbourne	Singapore
Benkolen	Milan	Soerabaya
Bombay	Moscow	Sydney
Calcutta	New York	Tokio
Cheribon	Osaka	Vladivostock
Hongkong	Padang	Wellington
Honolulu	Paris	Yokohama
London	Rangoon	
Macassar	San Francisco	

CURRENT ACCOUNTS kept in Tales and Dollars; interest allowed in Taels at 2½% per annum, in Dollars at 1½% per annum on the daily balance of over Tales of Dollars 200 respectively.

FIXED DEPOSITS are received for one year or shorter periods at rates to be ascertained on application.

The Bank transacts every description of Exchange and Banking business, issues drafts and letters of credit on the above Branches and Agencies.

Advances made on approved securities and local bills discounted.

C. T. HSU, Manager.
YUSHU CHIN, Sub-Manager.

The Bank of China.

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000
Paid-up Capital	$10,000,000

HEAD OFFICE: PEKING.
Branches and Agencies:
Peking, Tientsin, Newchang, Moukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shanshi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen etc., etc.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interests allowed on Current Deposit Account in Taels at the rate of 3 per cent. per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 per cent. per annum.
For 6 months at the rate of 4 per cent. per annum.
For 12 months at the rate of 5 per cent. per annum.

SUNG HAN-CHANG, Manager.

BANK OF COMMUNICATIONS

Paid-up Capital: Kungping Taels 10,000,000
HEAD OFFICE: PEKING.
Fifty Branches and Agencies in China.
SHANGHAI BRANCH
Interest allowed on current accounts and on fixed deposits in Taels and Dollars according to arrangement.
Credits granted on approved securities and every description of Banking and Exchange business transacted.
5559.

Commercial Bank of China

Head Office: SHANGHAI.

Subscribed Capital Sh. Tls. 5,000,000
Paid-up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent. per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

H. C. MARSHALL, Chief Manager.

London Rubber Market

Reuter's Service

London, April 7.—Today's rubber prices are as follows:—

Plantation, First Latex.
Spot: 3s. 5d. to 3s. 4¾d. Paid.
July to December delivery: 3s. 4¼d. to 3s. 4d. Paid.
Tendency of maket: Quieter after firm.

Last Quotation, London, April 6:
Spot: 3s. 4d. to 3s. 4¼d. Paid.
July to December delivery: 3s. 3¼d. to 3s. 3½d. Paid.
Tendency of market: Very steady.

COMMERCIAL CABLE

London, April 7.—Today's rates and prices are as follows:—

Consols 2½% for a-c.	£57 1/16
Cheques on London @ Paris	Fcs. 28.58
Bar Silver Spot	29⅜d.
Egyptian Cotton F. G. F. Brown	10.41d.
Scinde and Bengal Cotton.	5.60d.
Mid-American Cotton Spot	7.62d.
Plantation Rubber (May-June Done)	3s. 5d.
Indian Tea	9⅞d.
Ceylon Tea	10¼d.

ENGGOR RUBBER PLANTATION

We are informed by Messrs. Geddes and Co., Ltd., that Mr. Alex. Samson, the director of the Enggor Rubber Plantation Co., Ltd., who is at present in the F. M. S., has reported unfavorably on certain features of the Karai Estate, which was to be purchased by the company. Mr. Samson has strongly advised that the purchase be not proceeded with and the directors have therefore decided to terminate the company, which will now not go to allotment. All sums received in application for shares are being returned to the subscribers. We understand Mr. Samson was not satisfied either with the approach to the estate or the growth of the trees. The directors regret the circumstances, but consider that they are only acting in the interests of subscribers by declining to proceed with the company.

FINANCIAL AND COMMERCIAL NEWS

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. & S. B.	$735 B.
Chartered	£52
Russo-Asiatic	R. 250.
Cathay, ordy.	2½ B.
Cathay, pref.	6¼ B.
Marine Insurances	
Canton	$422½ B.
North China	Tls. 182½.
Union of Canton	$1005.
Yangtsze	$290 Sa.
Fire Insurances	
China Fire	$167 B.
Hongkong Fire	$383 x d. B.
Shipping	
Indo-China Pref.	Tls. 128.
Indo-China Def.	98s. 6d. S.
"Shell"	Tls. 18 S.
Shanghai Tug	Tls. 50 B.
Shanghai Tug	Tls. 22 S.
Kochien	
Mining	
Kaiping	Tls. 12½
Oriental Cons.	37s. 6d
Philippine	Tls. 2.85.
Raub	Tls. 3.20.
Docks	
Hongkong Dock	$122½ B.
Shanghai Dock	Tls. 82 Sa.
New Eng. Works	Tls. 10¾ B.
Wharves	
Shanghai Wharf	Tls. 86 S.
Hongkong Wharf	$74½ Sa.
Lands and Hotels	
Anglo-French Land.	Tls. 102½.
China Land	Tls. 50 N.
Shanghai Land	Tls. 103
Wei-hai-wei Land	Tls. 3
Central Stores	$8¾ B.
China Realty (ord.)	Tls. 80 B.
China Realty (pref.)	Tls. 52 B.
Cotton Mills	
E-wo	Tls. 140.
E-wo Pref.	Tls. 112½.
International	Tls. 72½ B.
International Pref.	Tls. 76 B.
Laou-kung-mow	Tls. 70 S.
Soy Chee	Tls. 39 B.
Shanghai Cotton	Tls. 89 B.
Kung Yik	Tls. 13½ S.
Yangtszepoo	Tls. 5.65.
Yangtszepoo Pref.	Tls. 106.
Industrials	
Anglo-German Br'y	$95 N.
Butler Tile	Tls. 23 N.
China Flour Mill	Tls. 6 S.
China Sugar	Tls. 126 B.
Green Island	$10.30 Sa.
Langkats	Tls. 36 S.
Major Bros	Tls. 5
Shanghai Sumatra	Tls. 130 B.
Stores	
Hall & Holtz	$16½.
Llewellyn	$60.
Lane, Crawford	$100
Moutrie	$38.
Watson	$7.10 B.
Weeks	$19.
Rubbers (Local)	
Alma	Tls. 17 B.
Amherst	Tls. 2 B.
Anglo-Java	Tls. 14¼ S.
Anglo-Dutch	Tls. 7.
Ayer Tawah	Tls. 49 x d.
Batu Anam 1913	Tls. 2.45 S.
Bukit Toh Alang	Tls. 7.
Bute	Tls. 2.05 x d.
Chemor United	Tls. 2¼ B.
Chempedak	Tls. 17.
Cheng	Tls. 4.80.
Consolidated	Tls. 4¾ B.
Dominion	Tls. 18 B.
Gula Kalumpong	Tls. 11¾.
Java Consolidated	Tls. 24½ S.
Kamunting	Tls. 12.
Kapala	Tls. 1½.
Kapayang	Tls. 30 B.
Karan	Tls. 18½.
Kota Bahroes	Tls. 15.
Kroewoek Java	Tls. 22½.
Padang	Tls. 20 S.
Pengkalan Durian	Tls. 14.
Permata	Tls. 7 S.
Repah	Tls. 1.60 B.
Samagaga	Tls. 1.30 B.
Seekee	Tls. 10¾ B.
Semambu	Tls. 2.10.
Senawang	Tls. 25.
Shanghai Klebang	Tls. 1.55.
Shanghai Malay	Tls. 7½.
S'hai Malay-Pref.	Tls. 15.
Shanghai Pahang	Tls. 2.40 B.
Sungala	Tls. 3 B.
Sungei Duri	Tls. 15 B.
Sua Manggis	Tls. 8¼.
S'hai Kelantan	Tls. 1.22½ S.
Taiping	Tls. 3.70.
Tanah Merah	Tls. 13 B.
Tebong	Tls. 32 B.
Uloori	Tls. 2.60
Ziangbe	Tls. 8 B.
Miscellaneous	
C. I. & E. Lumber	Tls. 100.
Culty Dairy	Tls. 18.
S'hai Elec. and Aab.	$2 N.
Shanghai Trams	Tls. 93½ S.
Shanghai Gas	Tls. 32 S.
Horse Bazaar	Tls. 30
Shanghai Mercury	Tls. 30
S'hai Telephone	Tls. 96 B.
S'hai Waterworks	Tls. 245 B.

S., Sellers. Sa., Sales B., Buyers.

Benjamin & Potts, 8 Yunkee Road

Telephone No. 398

LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat:

"The output of crude oil for April 7 was 154 tons."

DEEP OIL EXISTS, SAYS CHAIRMAN OF LANGKATS

Work Has Been Expensive But Knowledge of the Field Has Been Extended

Following are the proceedings at the annual meeting of the Langkat Co., which took place on the 30th ulto.

The Secretary read the notice convening the meeting.

The Chairman—As the Report and Accounts have been in your hands for some time I will, with your permission, taken them as read. I will, however, read to you the Auditors' Report.

The Directors are very glad to come before you with what I think may be called a satisfactory account.

I do not think there is much that calls for explanation, beyond what we have already mentioned in the Report, but the Directors trust that you will approve of the way in which the Profits have been dealt with. When they decided to pay a Dividend of only Tls. 1 per share, they felt that this decision might lead to a good deal of adverse criticism particularly as you have been waiting for a long time for a Dividend. However, we felt it to be in your best interests, and we trust that it will prove to be so. I shall tell you later on about several matters which have been engaging our attention for some time past, and you will then see that if we decide to work these it is necessary to have some cash in hand. If they turn out well and prove to be worth working on a larger scale, we have the necessary funds in the Loan and Investment Account. Doubtless you will remember that when this fund was started, it was intended to provide the necessary funds for any mining ventures, etc., that your Directors consider it wise to go into. Then we also had to consider the fact that, although the Loan and Investment Account showed a very good profit, the funds are all locked up in Mortgages, Shares, Loans, etc., and we did not wish to induce the Advisory Board to sell until they consider it wise to do so. I think you will agree with me that this account is now in a very satisfactory state, and the Advisory Board are to be congratulated on their work during the past year. Also, I think, we can trust them to continue to watch your interests. Since October 31 last some shares have been sold and changes made in the Investments, and I am glad to be able to inform you that the Account is in a much position than it was at the close of the last financial year.

It is true that we might have paid a dividend of Tls. 2 per share, but then you must remember that our production of Oil is by no means satisfactory at present, and after all it is more important to consider the future welfare of the Company than to pay a large Dividend.

During the year under review, I regret to say that our daily average output of Oil decreased to 236 tons, and since then still further to about 165 tons, but I am afraid that this was only to be expected, for as you will remember, when we had outside expert advice, we were informed that such would be the case. I will read you what I said on this point at our meeting in 1914. After telling you that we had made arrangements for the head Geologist of the Bataafsche Petroleum Mij., to make a thorough examination of our field, I said, "He thinks that for the near future the prospects are not unfavorable. but that the distant future depends entirely on our deep boring and the results therefrom. He thinks it possible to keep the production at an average of 300 tons for the next two years, provided certain measures of extraction are introduced which have been successfully employed by the Bataafsche on many of their fields. After that he is of the opinion that we may still expect to obtain smaller quantities from the 800-900 ft. level, but that we shall then be to a great extent, dependant on deep Oil, or any other concession that we may have obtained." That was what he said two years ago.

During this last year the salt-water has increased and the gas pressure has decreased, and the quantity of Benzine in the crude has lately decreased, so that we are now getting our full price for the crude delivered. In consequence of the decreased gas pressure we have now only a very few wells which flow of themselves from this strata, most of them have to be pumped. All these facts however, you are not entirely unprepared for, as I have for several years past pointed out to you at our meetings that this gradual exhaustion was going on. and after each meeting, I have been told that I was very pessimistic. but I have felt that I should not have been doing my duty to you if I had not pointed out what was going on and what might be expected. However, although this exhaustion is still going on in the 800-900 foot strata and is likely to continue, our hopes are, I think I may safely say, brighter with regard to our deep strata. As you know, we had one deep well which has now been flowing for about three years, and it is at the present time giving about 10 tons a day. In September last another deep well was completed, and Oil was struck, and has since continued to flow, producing about 12 tons a day. This well started with a production of about 5 tons and the reason that we did not make its bringing in known to you, as we have always told you we should do, was because shortly after its opening the old well No. 90 ceased to flow. However, this stoppage was only temporary, and after the well was deepened a few feet it started to flow again in December, and has continued to do so steadily since, giving an average of 10 tons a day. Besides this new deep well two others have been carried down to the depth where Oil was expected, but so far have produced only gas and at such considerable pressure as to make it impossible at present to deepen them further. Whether we shall find Oil when we are able to do further work it is impossible to say. Besides these wells there are three others in the course of drilling and well advanced, and a fourth well will be started shorty. Two of them are believed to be outside the gas area, and hopes are entertained that they may both be producers eventually, the other is being carried down to a still deeper lever where if we find Oil, it will be from another strata. This well, therefore, is considered to be of a more speculative character. On the whole therefore, although we have not been successful in increasing our output very materially, we may look upon the work in the deep wells as more encouraging in that we have further proof that deep Oil exists, and our knowledge of the field has certainly been extended. It has been expensive work though so far, and the quantity produced has been small.

Those of you who have followed the course of our production of Crude Oil will have seen that the opinion given us by the Geologist of the Bataafsche Petroleum Mij., to which I referred above, appears to have summed up the position very accurately. He is a man of very considerable experience and ability, and we are, therefore, fortunate in having been able to obtain his advice once more on the subject of our deep drilling and, needless to say, we propose to follow out his ideas.

With regard to the 800-900 ft. strata, we have still a good many locations for well sites to be drilled, and some of them may fairly be expected to be good producers, though good wells when they come in now do not last as long as formerly. So that, as I have told you before, we must look to our deep wells more than to our shallow ones for our future production, and I think we may look to them with more confidence than we could have done this time last year.

Last year I told you that we were having a further Geological Survey made of the Brunei lands, and the report that we received on it would decide whether we should go on there or give up the Concession. It was not favorable, and we have given up the Concession there but have taken another one which will be known as the Tutong Concession. In consequence of our disappointing experience at Brunei, we thought it as well to have a further thorough examination made of the Tutong lands before definitely deciding to spend money on them. As our Chief Geologist reports favorably on them, we shall continue the work.

In Java the work on our first well there has gone along very slowly, but we are now down to 2,210 ft., and we hope that more rapid progress will be possible in the future. A second well will be started soon. A great difficulty and the cause of much delay in our work has been the fact that the shipments of casing from America and from Europe have been very irregular. We have plenty on order all the time, but it has been impossible for some time now, as you can readily imagine, to get delivery and shipment of such materials.

I am sorry to say that we have found it advisable to make several changes in the technical and other staffs, but I hope that the arrangements now made will prove satisfactory.

Now, considering what the position is, and has been with regard to our Oil-field, and with the resources which we have at our command, your Directors have thought it prudent to give some thought and attention to other mining enterprises, and a great deal of work has been done by our Mining Engineers in China in examining various mines, with the result that we have recently acquired a coal mine in the province of Chihli which we shall actively work as soon as certain disputes which have arisen over a question of boundaries have been settled. That they will be eventually settled in a satisfactory way I have no doubt. The amount of capital involved in this particular enterprise will not be large, and success in the working of it is, I think, assured. It is our intention to advise you when we feel confident that this undertaking is in a position to earn profits. We are also in negotiation for other mines and if these negotiations are brought to a satisfactory conclusion a larger capital outlay will be necessary but we expect correspondingly better results. I am sorry that I cannot, at the present time, give you more details in regard to any of these things, but I hope that in principle you will agree with us in seeking to employ our money in such ways, and I think it may appeal to you perhaps, from the fact that the fields of operation will be much nearer home. I do not think that there can be any doubt but that the future in China for mining enterprise gives promise of good result, both for the country itself and for the investment of Foreign Capital.

We are at present negotiating with regard to some concessions for Diamond-bearing lands in Borneo. If these negotiations are favorably concluded, we propose to start work on a small scale. From this work we shall obtain indications which will decide whether it will be advisable to invest the necessary capital in this business to carry on work on a much larger scale. Our Mining Engineer reports that in his opinion the preliminary work will show a fair profit in any case.

We have also undertaken to examine if possible some Tin Mines in Siam, which are said to be very valuable. Just before the War broke out in Europe a Company was to have been formed in London to develop these lands. This of course, became impossible and the lands were, therefore, offered to us. In my opinion, however, the price asked is high, and I am doubtful, therefore, whether we shall eventually decide to go in for this business. One of our Assistant Mining Engineers is at present making a preliminary examination, and we hope that our senior man will soon be able to proceed to Siam to make his report, but at present he is fully occupied in China.

During the year under review, our Rubber Plantations have been well looked after, and the production increased to about double that of the previous year. In spite of this, the result was disappointing, as our Acting Manager expected to obtain more, and indeed would have done so, if we had been able to supply him with sufficient labor for tapping. Also the production was less than he anticipated on account of a miscalculation with regard to the difference between Wet and Dry Rubber. This has, of course, been adjusted and therefore need not be taken into account in considering the future. The estimated production for the present financial year is 500,000 lbs., and I think we can rely on getting this quantity, provided that we can get sufficient coolies from Java. We have experienced great difficulty in obtaining coolies, and still have less than we need, but I am glad to say that the position has improved lately, and I, therefore, hope we shall soon be able to get all that we require.

The planted area I gave you last year as 2,343 acres, and the total number of trees as about 260,000. Since then our Manager has given us new figures, which show that at present the planted area is only 2,294 acres and the total number of trees 254,726. At the present time about 180,000 are tappable and about 140,000 are actually being tapped.

The "all-in cost" as you will notice from the Report, was slightly less than last year, being reduced by four Tael cents per pound, or about one penny. This reduction was not quite so great as we expected, but taking into consideration the extra rates of freight and insurance against War Risk, it must, I think, be considered as fairly satisfactory. The selling price averaged rather better than last year being six Tael cents, or about 1½d. per lb., above last year's average.

So far we have made no forward sales of Rubber and I do not think we are likely to do so unless specially attractive prices are offered.

The work of the Timber Department has gone smoothly during the year, and as you will notice from the Balance Sheet shows a profit of Tls. 17,769.02. It will be, I think, in normal times capable of considerable expansion, but at the present, we are content to go along quietly with the work, and we find no difficulty in disposing of the whole of our production locally. We had proposed to increase our business, but this became impossible, owing to the very high freight rates ruling at present.

Before putting the Resolutions to the meeting I shall be pleased to answer any questions or to hear any remarks that any one may care to make.

Mr. T. Toledano said:—Mr. Chairman, I should like to submit a few remarks. I do this in a friendly spirit, so no one need be alarmed. At last year's meeting we all left very glum, but since then much oil has run through our pipelines. Today's position of the company is somewhat healthier. I don't know whether the Board or the Shareholders are more to be congratulated on this; well, let us congratulate each other. I believe we owe it to our mutual friend Rubber that the then precarious part of our Investment Account has turned out trumps. Speaking of Rubber, we ought to pay a tribute to those directors who years back, with prophetic insight, propped up our company, an oil concern with a rubber plantation as a side issue, this side issue having now become a large source of revenue. What a pity we did not prophesy twice as hard in that direction. After a lengthy innocence of dividends, one Tael is not over generous, despite all the well reasoned words we have heard. Will the Directors please note this sentiment with the suggestion to revert straightaway to the healthy system of declaring occasionally substantial interim dividends. Going back to the subject of investments we have a board of conservative business men, dedicating a good deal of their time to our welfare; we appreciate this and we should trust them in their stewardship; but there is a feeling that none of our investments should be in violently fluctuating stocks; requiring a further special provision, a kind of sinking fund against this uncertainty; I say this despite the fact that only a small amount is so invested and that many of us consider rubber investments as having a good run before them, even when this unhappy war is at an end. On the other hand some of us think that we should not have funds invested at all large extent, and that we should gradually liquidate part of these investments and pay dividends; otherwise we shall end by converting the Langkat Company inte a guarantee trust or annuity concern. You may say that this accumulative fund came into being by sheer luck. If so, let us have this luck; let us melt down a little of this accumulated wealth. Nothing draconic, of course, as you require funds for our new ventures. Langkat shares stand at a disheartening figure: Stock manipulations have been bearing down the market to its present low state. This does not concern the Board; well, this nuisance is likely to abate in virulence now that the forward numbers clause has to be carried out. This will incidentally extinguish the ursa major constellation of operators. But despite all this Langkats will still be a violently fluctuating affair on account of—I suppose I should say it in bated breath—on account of our erratic output which for many months has slumped to a low figure. But after the exhaustive details in your speech I do not think much more comment can be made on the question of output. I have one more Jeremiad, which I trust will clear the atmosphere and not leave us grumbling all the year round. What is all this deep boring leading us to? I wonder how much money has been sunk in these unfathomable pits from the day we first started on this apparently hopeless job. I wonder—I am not asking the question. That money would have floated several miniature Maatschappij Tot Mijn, etc. There are many friendly petroleum companies in Java, Sumatra or Borneo that employ expert mining engineers who could and should be consulted over and above our technical men and previous consultants, so as to find out if this big drain on our pockets is a nightmare or a phantom quest, if it it a wild dream or if it is within sight of realisation. (Laughter). Gentlemen, it seems unfair to criticise the deep boring which we all have advocated and still hope in, but when results are so long deferred, when the patient is sick, it is time to have a consultation. In conclusion I beg to say that this company is primarily a mining proposition, although the articles of association—I have not read them—may stretch its scope. Anything in a mining affair should be dealt with as selfishly as possible for our own benefit and not left over for our younger brothers.

The Chairman—I think you will probably agree with me that all the points mentioned by Mr. Toledano have already been dealt with in my speech. With regard to the question of Rubber Investments the Advisory Board have been called a good many hard names in the past three or four years but I think it has now been proved that their judgment was not so much at fault after all and I do not think we can do better than to leave it to them to deal with the question of Investments.

After all, considering the amount that the Board had to invest and the powers that were given them by the shareholders they have dealt with the funds in a very careful manner for as you will see from the accounts we had over 14 lacs out of the 20 lacs in Mortgages.

With regard to Mr. Toledano's suggestion that we should take outside advice about our deep drilling, I think you will remember that I mentioned in my speech that we have already done so.

If nobody else has anything to say we will proceed with the resolutions.

Resolution No. 1.—That the Report and Accounts as presented be passed. Proposed by Mr. R. S. F. McBain and seconded by Mr. John Prentice.

The Resolution was carried nem. con.

Resolution No. 2.—That Mr. T. Schlatter be re-elected a Director of the Company. Proposed by Mr. D. M. Gubbay and seconded by Mr. Jas. Johnston.

The Resolution was carried nem. con.

Resolution No. 3.—That Mr. R. S. F. McBain be re-elected a Director of the Company. Proposed by Mr. W. S. Davidson and second by Mr. O. Thoresen.

The Resolution was carried nem. con.

Resolution No. 4.—That Mr. W. S. Jackson be re-elected a Member of the Advisory Board. Proposed by Mr. P. Crighton and seconded by Mr. F. J. Burrett.

The Resolution was carried nem. con.

Resolution No. 5.—That Messrs. Lowe, Bingham and Matthews be re-elected Auditors for the ensuing year. Proposed by Mr. D. M. Gubbay and seconded by Mr. J. A. Fredericks.

The Resolution was carried nem. con.

The Chairman—That, Gentlemen, is all the business of the meeting. I thank you very much for your attendance. Dividend warrants will be posted tonight.

AMUSEMENTS

APOLLO THEATRE

Programme for April 10th, 11th, 12th and 13th

Tomorrow Night! **Tomorrow Night!!**

The 15th and the last Episode of

Do not fail to come and find out who stole the skeleton—who murdered Lord Ashleigh's daughter—who stole the pearl necklace—who put the secret confession in the Black Box—then you will know who was the Ape-Man's victim.

RUSSIAN-POLISH BALLET CO.
Presenting National Dances, Cake Walks, Machiche, also the famous Don Cossacks Camp Dance

PATHE'S BRITISH GAZETTE
Depicting latest War incidents

"THE LITTLE SENORITA"
A one-reel American Drama

"HOW BIRDS FEED THEIR YOUNG"
Interesting nature study
Also the following comedies:
"MEMBERS OF THE FORCE"
"THE RABID RABBIT"

CHARLES CHAPLIN
in
"HIS NEW PROFESSION"

THE Apollo THEATRE

Programme for April 7th, 8th and 9th

TONIGHT! TONIGHT!!

"Under The Tricolour"
Pathe's Military Drama of unusual power. IN THREE REELS

PATHE'S BRITISH GAZETTE
Depicting latest War Incidents

"DARIO, THE MIDGET HERCULES"
Extraordinary Exercises performed by the smallest Hercules in the World.

"THE LEAP FROM THE WATER TOWER"
Hazards of Helen Series.

"MURPHY'S I. O. U."
Keystone Comedy.

"BUNNY'S LITTLE BROTHER"
A delightful Vitagraph Comedy In Two Parts.

LYCEUM THEATRE
SHANGHAI

Coming Coming

For a Short Season only

The New Bandman Opera and Comedy Co.

Under the Direction of Maurice E. Bandman

The Season's Repertoire will consist of the following latest London Successes:

"TONIGHT'S THE NIGHT"
From The Gaiety Theatre

"THE CINEMA STAR"
From The Shaftesbury Theatre

"BETTY"
From Daly's Theatre

"THE ONLY GIRL"
From The Apollo Theatre

"GRUMPY"
Mr. Cyril Maude's Great Masterpiece

"THE MAN WHO STAYED AT HOME"
From The Royalty Theatre

"POTASH & PERLMUTTER"
From The Queen's Theatre

"OH! I SAY!"
James Welch's Greatest Success

"THE WHIRL OF THE TOWN"
London's Popular Revue

Look out for further Particulars re opening date and order of plays, which will appear in due course.

Prices of Admission.....$3, 2 & 1.

OLYMPIC THEATRE

SUNDAY, April 9th

New Programme

SHOWING

"THE MASTER KEY"

AND

Other New Pictures

IN AID OF
BELGIAN WAR RELIEF

LYCEUM THEATRE
CINDERELLA

Grand Gala Performance

WEDNESDAY,
April 12, 9 p.m. sharp.

The last performance in aid of French Crippled Soldiers,

SATURDAY,
April 15, 9 p.m.

Booking at Messrs. Moutrie & Co
Monday, April 10.

9329

VICTORIA THEATRE

TONIGHT! TONIGHT!!
SUNDAY, April 9th
The Final Episode of
"THE MASTER KEY"
ALSO
"THE FATAL THREE"
Nordisk Drama in 3 parts and new Keystone Comedies

Last 4 Nights
OF
MISS HELEN GALARDI

Commencing Tuesday, April 11th
THE THREE DELROYS
Comedy Fire Jugglers

TOWA CINEMA THEATRE

Corner of Woochang and Chapoo Roads

PROGRAMME
For Friday, Saturday and Sunday, the 7th, 8th & 9th April, 1916

The Famous Drama, in Three Parts
"COUNT DE MONTE CHRISTO"

Also a very Amusing Keystone Comedy, called
"NEIGHBOURS"
and Two other Interesting Comedies and Dramas.

Dress Circle Seats.....30 Cents.

Matinee, As Usual, Sunday Afternoon

The Shanghai Society for the Prevention of Cruelty to Animals.

COMMITTEE:

Sir E. D. Fraser, C.M.G., *President.*
A. W. Burkill — E. V. Hobbs, M.R.C.V.S.
L. Midwood — H. Tiefenbacher
E. O. Cumming — Capt. G. Rabier
Dr. H. Fresson — O. M. Green
E. R. Hooper — J. K. Tweed
Col. C. D. Bruce
K. J. McEuen

The Labour of other Charities is divided among many associations, but this charity stands alone—the defender of defenceless dumb animals.

Those desirous of becoming members of the Society, the annual subscription to which is $2, will greatly oblige by forwarding same to undersigned, c/o Sun Insurance office.

D. V. WANOSTROCHT,
Acting Hon. Secretary & Treasr.

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination.	Ship's Name	Flag	Captain	Agents
Apr. 9	5.00*	Seattle	Sado Maru	Jap.	Asakawa	N. Y. K.
18	..	New York	Netherby Hall	Br.	Jinks	S. Tomes
20	P.M	Seattle	Mexico Maru	Jap.	Kobayashi	A. T. Co.
21	P.M.	Frisco, Japan, Honolulu	China	Am	Frazier	C.M.S.S. Co
21	P.M.	Vancouver	Empress of Asia	Br.	Robinson	C. P. O. S.
21	P.M.	Tacoma	Hawaii Maru	Jap.	Saitow	A. T. Co.
22	5.00*	Seattle	Awa Maru	Jap.	Horri	N. Y. K.
28	P.M.	Vancouver	Montcalm	Br.	Hailey	C. P. O. S.
May 1	noon	Seattle	Shidzuoka Maru	Jap.	Tozawa	N. Y. K.
5		San Francisco etc.	Bessie Dollar	Br.	Abernethy	Dollar Co.
9	P.M.	San Francisco	Tenyo Maru	Jap.	Smith	A. T. Co.
20	P.M.	Vancouver	Empress of Russia	Br.	Davison	C. P. O. S.
21	noon	Seattle	Aki Maru	Jap.	Noma	N Y K
30		San Francisco	Floridian	Br.		Dodwell
June 3	P.M.	San Francisco	Shinyo Maru	Jap.	Filmer	A. T. Co
4	noon	Seattle	Tamba Maru	Jap.	Nagasuye	N Y K
13	noon	Seattle	Yokohama M.	Jap.	Shinobe	N Y K
16	P.M	Frisco, Japan, Honolulu	China	Am.	Frazier	C.M.S.S. Co
Sept. 1	P.M.	San Francisco etc.	China	Am.	Frazier	C.M.S.S. Co

FOR JAPAN PORTS

Apr 11	5.00*	Nagasaki Moji	Yawata Maru	Jap.	Kusano	N. Y. K.
13	7.00*	Moji, Kobe	Kasuga Maru	Jap.	Yegin	N Y K
14	P.M.	Nagasaki	Simbirsk	Rus	Milorsoroff	R. V. F.
21	P.M.	Nagasaki, Kobe	Empress of Asia	Br.	Robinson	C. P. O. S.
28	noon	Kobe, Yokohama	Porthos	Fr.	Laurial	Cie M M
May 9	P.M.	Nagasaki, Kobe	Tenyo Maru	Jap.	Smith	A. T. Co.

FOR EUROPE, INDIA, STRAITS, ETC.

Apr 11	..	Australian Ports	Eastern	Aus.	Carter	Gibb, L.
14	..	Batavia etc.	Jikini	Dut.	Lap	H-C T. Co
17		Marseilles, London	Nagoya	Br.	Garwood	P. & O.
19	10.30*	London via Cape	Fushimi Maru	Jap.	Iriswa	N. Y. K.
25	D.L.	London via Cape	Nelcus	Br.	Maclean	B. & S.
30	8 30*	London via Cape	Hirano Maru	Jap.	Fraser	N. Y. K.
May 1		Marseilles, London	Namur	Br.	Jollyer	P. & O.
1	D.L.	Liverpool via Cape	Teneer	Br.	Yarwood	B. & S.
4		London via Cape	Katori Maru	Jap.	Kon	N. Y. K.
8		Genoa, London	Merionethshire	Br.	Williamson	J. M. & Co
10	P.M.	Marseilles	Porthos	Fr.	Laurial	Cie M M
14		London via Cape	Kamo Maru	Jap.	Shimidzu	N. Y. K.
15	P.M.	London via Ports	Glenifer	Br.	McGregor	Glen Line
15		Marseilles, London	Nankin	Br.	Manley	P. & O.
24	P.M.	Marseilles etc.,	Cordillera	Fr.	Mages	Cie M. M.
29	..	Marseilles, London	Novara	Br.	Heslington	P. & O.
June 7	P.M.	Marseilles etc.,	Andre Lebon	Fr.	Vallat	Cie M M
21	P.M.	Marseilles etc.,	Atlantique	Fr.	Charbonnel	Cie. M. M.

FOR SOUTHERN PORTS

Apr 9	D.L.	Wuhu, Canton	Kwangse	Br.	Parkus	B. & S.
9	D.L.	Hongkong, Canton	Chenan	Br.	Tuebben	B. & S.
10	P.M.	Hongkong	China	Am.	Frazier	C.M.S.S. Co
10	P.M.	Hongkong	Persia Maru	Jap.	Hashimoto	A T Co
10	4.00	Ningpo	Hsin Peking	Br.	Stott	B. & S.
11	A.M.	Foochow	Hsinfung	Chi.	Hamblin	C.M.SN.Co
11	D.L.	Hongkong, Canton	Anhui	Br.	Eedy	B. & S.
12	D.L.	Amoy Swatow	Tamsui	Br.	Cowan	B. & S
13	P.M.	Hongkong	Montcalm	Br.	Halley	C. P. O. S.
13	D.L.	Hongkong, Canton	Sinkiang	Br.	Williams	B. & S.
14	8 00*	Hongkong	Shidzuoka Maru	Jap.	Tozawa	N. Y. K.
16	D.L.	Hongkong, Canton	Tsechow	Br.	Gibbs	B. & S.
18	D.L.	Hongkong, Canton	Tingchow	Br.	Jones	B. & S.

FOR NORTHERN PORTS

Apr 9	D.L.	W.h.w. C'foo, T'tsin	Kingsing	Br.	Meyrick	B. & S.
9	noon	Tsingtao	Risai Maru	Jap.	Imaszto	S. M. R.
11	7.00*	Dalny	Sakaki Maru	Jap.	Satoh	S. M. R.
11	10.00**	W.h.w. C'foo, T'tsin	Shengking	Br.	McIntosh	B. & S.
11	D.L.	Newchwang	Yochow	Br.	Somme	B & S
11	A.M.	Tientsin, Direct	Irene	Chi.	McLean	C.M.SN.Co.
13	10.00*	W.h.w. C'foo, T'tsin	Shuntien	Br.	N'combe	B. & S.
14	8.30*	Tsingtao, Dalny	Kobe Maru	Jap.	Yajima	S. M. R.
14	P.M.	Vladivostock	Simbirsk	Rus.	Milovzoroff	R V F
16	D.L.	Antung	Chekiang	Br.	Cowan	B. & S.
16	P.M.	Vladivostock	Glenlffer	Br.	McGregor	Glen Line

FOR RIVER PORTS

Date					
Apr 9	M.N.	Hankow, etc.	Kiangkwan	Chi.	Conley
10	M.N.	do	Kiangwah	Chi.	Wade
10	M.N.	do	Talee Maru	Jap.	Inwood
11	M.N.	do	Fengyang Maru	Jap.	Takano
11	M.N.	do	Poyang	Br.	Carnaghan
11	M.N.	do	Loongwo	Br.	Christie
12	M.N	do	Ngankin	Br.	Wavell
12	M.N.	do	Kiangfoo	Chi.	Malcolm
13	M.N.	do	Yobyang Maru	Jap.	Kurikawa
14	M.N.	do	Tsechang Maru	Jap.	Hosokawa
14	M.N.	do	Wuchang	Br.	Pickard
15	M.N	do	Tatung	Br.	Owen
15	M.N.	do	Siangyang M.	Jap.	Scott
16	M.N.	do	Tachi Maru	Jap.	Matsumoto
17	M.N.	do	Tafoo Maru	Jap.	Ikeda
18	M.N.	do	Nanyang Maru	Jap.	Yasaki

Date					
Apr 9	Gs.S N Co				
10	C.M.SN.Co.				
10	N. K. K.				
10	B. & S.				
11	N. K. K.				
11	B. & S.				
12	B. & S.				
12	C.M.S.N.Co				
13	N. K. K.				
14	N. K. K.				
14	B. & S.				
15	B. & S.				
15	N. K. K.				
16	N. K. K.				
17	N. K. K.				
18	N. K. K.				

*A.M. M.N.—Midnight D.L.—Daylight

Arrivals

Date	From	Ship's Name	Tons	Flag	Captain	Agents	Berth
Apr 8	Ningpo	Kiangtsen	2012	Chi.	Glen	C.M.SN.Co	K.L.Y.W.
Apr 8	Hongkong	Anhui	1855	Br.	Eedy	B. & S.	W T w
Apr 8	Hongkong	Yeddo	2481	w.	Renstrom	Ol f W. Co.	
Apr 8	Chefoo	Shengking	1034	Br.	McIntosh	B. & S.	C N W
Apr 8	Japan	Chsian Maru		Jap.			
Apr 8	Japan	Yawata Maru	2708	Jap.	Kusano	N. Y. K.	N.Y.K.W.
Apr 8	Japan	Risai Maru	411	Jap.	Imazato	S.M.R.	
Apr 8	Hankow	Kiangwah	2221	Chi.	Wade	C.M.SN.Co.	K.L.Y.W.
Apr 8	Foochow	Hsinfung	1885	Chi.	Hamblin	C.M.S.NCo.	K.L.Y.W.
Apr 8	Hankow	Talee Maru	1315	Jap.	Inwood	N. K. K	L F D W
Apr 8	Hongkong	Empress of Japan	3039	Br.	Hopcraft	C. P. O. S.	O W S B
Apr 8	Swatow	Irene	826	Chi.	McLean	C.M.SN.Co.	K.L.Y.W.
Apr 8	Port Arthur	Asosan Maru	1221	Jap.	Acun	M.B.K.	

Departures

Date	For	Ship's Name	Tons	Flag	Captain	Agents
Apr 8	Hankow, etc.,	Tafoo Maru	1788	Jap.	Ikeda	N. K. K.
8	Hankow, etc.,	Tehsing	9851	Br.	King	Geddes&Co
8	Hankow, etc.,	Tuckwo	2873	Br.	Philip	J. M. & Co.
8	W.h.w. C'foo, T'tsin	Fengtien	1073	Br.	Harris	B. & S.
8	Hankow, etc.	Luenyi	2872	Br.	Frazier	B. & S.
8	Tientsin	Kwangping	1243	Br.	Anderson	K M A
8	S'tow, H'kong, C'ton	Kwongsang	2233	Br.	Bichard	J. M. & Co.
8	Kinkiang	Tsesangtah	475	Br.	Blown	C.I &E.L Co
8	Chinwangtao	Neisei Maru	1529	Jap.	Ihara	K.M.A.
8	Takao, Foochow	Kohoku Maru	1611	Jap.	Yamaga	N K K
8	Japan	Hirano Maru	4937	Jap.	Fraser	N. Y. K.
8	Ningpo	Kiangtsen	2012	Chi.	Glen	C.M.SN.Co.

Clearances

Date	For	Ship's Name	Tons	Flag	Captain	Agents
Apr 8	Hankow, etc.,	Nanyang Maru	2225	Jap.	Kusakari	N. K.K.
8	W.h.w. C'foo, T'tsin	Kingsing	1223	Br.	Meyrick	J. M. & Co.
8	Hankow, etc.	Kiuling	2511	Br.	Newcomb	B & S
8	Hongkong, Canton	Chenan	1855	Br.	Jones	B. & S.

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Men	Commander
B II	Apr. 8	Cru'se	Brooklyn**	Am cru.	9215	21	500	Day
P & ORI	Oct. 31	Yangtze	Helena	Am g-b.	1397	12	207	Brotherton
YTPDW	Mar. 21	Cruise	Samar	Am g-b.	200	2	30	King

**Flagship, Far Eastern Squadron.
Admiral A. H. Winterhalter in command.
The French gunboats D. de Lagree and Decidee, the Japanese gunboats Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list, being dismantled.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangkwan, Capt. C. B. Conley, will leave on Sunday, night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW and PORTS.—The Co.'s Str. Talee Maru, Captain A. E. Inwood, will be despatched from the Pootung N.K.K. Wharf on Monday, April 10, at midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Str. Kiangwah, Capt. John J. Wade, will leave on Monday night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW and PORTS.—The Co.'s Str. Fengyang Maru, Captain S. Takano, will be despatched from N.Y.K. Wharf on Tuesday, April 11, at midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

For Southern Ports

HONGKONG.—The str. Persia Maru, Capt. K. Hashimoto, will leave on Monday, April 10. The tender conveying passengers and mails will leave the Customs jetty at 5 p.m. For passage apply to the American Trading Company.

FOOCHOW.—The Str. Hsinfung, Capt. F. H. Hamblin, will leave on Tuesday morning. For Freight or Passage apply to C. M. S. N. Co.

For Northern Ports

TIENTSIN.—The Str. Irene, Capt. N. McLean, will leave on Tuesday morning. For Freight or Passage apply to C. M. S. N. Co.

For Japan

NAGASAKI, KOBE and YOKOHAMA.—The s.s. Chiyo Maru, 22,000 tons, Capt. E. Bent, will leave on Tuesday, April 11. The tender conveying passengers and mails will leave the Customs jetty at 5 p.m. For Freight or Passage apply to the American Trading Company.

NAGASAKI, KOBE and YOKOHAMA.—The Str. Tenyo Maru, Capt. H. S. Smith, will leave on Tuesday, May 9. The tender conveying passengers and mails will leave the Customs jeety at 5 p.m. For freight or passage apply to The American Trading Company.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU.—The s.s. Chiyo Maru, 22,000 tons, Capt. E. Bent, will leave on Tuesday, April 11. Passengers booked to all points in America and ports in Great Britain and Europe. The tender conveying passengers and mails will leave the Customs jetty at 5 p.m. For Freight or Passage apply to the American Trading Company.

SAN FRANCISCO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU.—The Str. Tenyo Maru, Capt. H. S. Smith, will leave on Tuesday, May 9. Passengers booked to all, points in America, and ports in Great Britain and Europe. The tender conveying passengers and mails will leave the Customs jeety at 5 p.m. For freight or passage apply to The American Trading Company.

Shipping Items

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Poyang left Hankow for Shanghai on Thursday.

The C.N. s.s. Shuntien left Tientsin for Weihaiwei, Chefoo, and Shanghai on Thursday and is due here today.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Friday.

The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Hsinchang left Tientsin for Hongkong and Canton on Thursday.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The C.M. s.s. China, will arrive at Shanghai today, at or about 10.30 a.m. The s.s. China carries the U.S. Mails.

The I.-C. s.s. Luenho will leave Hankow for Shanghai today.

The E. and A. s.s. Eastern, from Australian ports via Manila, and is expected to arrive at the Shanghai and Hongkew Co.'s Hongkew Wharf today at noon.

The C.M. s.s. Irene left Wenchow for Shanghai on Thursday.

The I.-C. s.s. Koonshing left Weihaiwei for Shanghai via Chefoo and Tientsin on Friday.

The M.M. s.s. Porthos, with the French mails of March 19, left Colombo for Shanghai on Thursday, April 6, and may be expected to arrive at Woosung on Saturday, the 22nd instant, and at Shanghai (South Manchuria Railway Co.'s Wangpoo Wharf) on the same day.

The C.N. s.s. Luchow will leave Hongkong for Shanghai today.

The C.N. s.s. Tungchow will leave Tientsin for Chefoo and Shanghai today

The I.-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Wuchang will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Tachang Maru will leave Hankow for Shanghai tomorrow.

The T.K.K. s.s. Persia Maru sailed from Nagasaki on Saturday, April 8, and may be expected to arrive at Woosung at 6 a.m., tomorrow. She will be despatched for Hongkong on Monday, the 10th instant, and the tender conveying passengers on board will leave the Customs jetty at 5 p.m. on the same day.

The C.M. s.s. Taishun left Hongkong for Shanghai on Thursday.

The C.M. s.s. Hsinchi left Tientsin for Hongkong and Canton on Thursday.

The S.M.R. s.s. Sakaki Maru from Dalny via Tsingtao is due to arrive here tomorrow.

C. P. O. S. LTD.

Homeward Sailings Canada, U.S., Europe.
(Subject to Change)

Empress of Asia	.. ,,	21
Monteagle	..... ,,	28
Empress of Russia	.. May	19
Empress of Japan	.... June	3
Empress of Asia	.... ,,	16
Monteagle	..... July	1
Empress of Russia	.. ,,	14
Empress of Japan	.... July	29
Empress of Asia	.... Aug.	11
Empress of Russia	.. Sept.	9
Monteagle	..... ,,	15

For further information, apply to
Canadian Pacific Ocean Services, Ltd.
Corner Peking & Yuen-ming-yuen Roads
Telephone 1668

JAMES MAGILL & Co.
Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

T. K. K.
TOYO KISEN KAISHA.
Imperial Japanese and U.S. Mail Line.
To San Francisco from Shanghai by Semi-Tropical Route, via Nagasaki, Kobe, Yokohama and Honolulu

PROPOSED SAILINGS FOR SAN FRANCISCO

S.S.	"TENYO MARU"	22,000 tons	May 9
,,	"SHINYO MARU"	22,000 tons	June 3
,,	"TENYO MARU"	22,000 tons	July 21
,,	"SHINYO MARU"	22,000 tons	Aug. 18

From Nagasaki to San Francisco

S.S.	"PERSIA MARU"	9,000 tons	Apr. 28
,,	"NIPPON MARU"	11,000 tons	May 23
,,	"PERSIA MARU"	9,000 tons	July 11
,,	"NIPPON MARU"	11,000 tons	Aug. 8
,,	"PERSIA MARU"	9,000 tons	Sept. 26

From Nagasaki to Manila

S.S.	"TENYO MARU"	22,000 tons	July 2
,,	"SHINYO MARU"	22,000 tons	July 30
,,	"TENYO MARU"	22,000 tons	Sept. 16

All the steamers of this Company are equipped with wireless electric fans in all staterooms, electric light in all berths, swimming tanks and all conveniences.
THROUGH TICKETS and BILLS OF LADING issued to San Francisco to the principal cities of the United States and Canada by the Overland Railways, to Mexico, Central and South American ports, and through tickets to Europe by connecting New York and St. Lawrence lines. Particulars of the various routes to be had on application. All passage money payable in local currency at rate of exchange on day of purchase.
SPECIAL REDUCED RATES by the s.s. "Nippon Maru," and s.s. "Persia Maru" affording superior accommodation at reduced rates.
Round-trip tickets at reduced rates. Lay-over privileges allowed at all ports of call. Through rates include rail transportation between Nagasaki, Kobe and Yokohama, if desired.
RETURN PORTION of round trip Trans-Pacific passage of the Canadian Pacific Railway Co., from Vancouver to Shanghai will be honored by this Company to San Francisco, or vice versa.
For further information, rates of passage money and freight, apply to
THE AMERICAN TRADING COMPANY, *Agents.*
Telephone No. 3229. 83, Szechuen Road.

DOLLAR S. S. LINE
Pacific Service
PROPOSED SAILINGS
S. S. Bessie Dollar . . . . . About May 5th
Will accept cargo for San Francisco, San Pedro, Seattle, Tacoma. Portland and Vancouver.
Through Bills of Lading issued to the principal cities of the United States and Canada.
For further information as to freight rates, apply to
THE ROBERT DOLLAR CO.
Union Building, corner of Canton Road and Bund
Telephone 2331.

THE KAILAN MINING ADMINISTRATION
Have Regular Sailings to
CHINWANGTAO TWICE WEEKLY
and to
TIENTSIN DIRECT
For Freight or Passage, apply to the Agent.
KAILAN MINING ADMINISTRATION
1, Jinkee Road Telephone 319
(Tickets Interchangeable With All Local Companies)

CHINA MAIL S.S. Co. Ltd
FREIGHT AND PASSENGERS
S.S. CHINA
(AMERICAN REGISTRY
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU
APRIL 21, JUNE 26, SEPT. 1.
AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE
REDUCED RATES TO MISSIONARIES
FOR HONGKONG
APRIL 10. JUNE 12 AUG. 18
G. J. PETROCELLI, FRT. AND PASS. AGENT
'PHONE 4773. FIRST FLOOR, UNION BLDG

BUSINESS AND OFFICIAL NOTICES

The 9 Days Wonder!

HILL's Summer BAZAAR

offers you for a few days longer the **opportunity** to purchase **New Goods** at **Old Prices**, which means a saving to you of

20% to 60%

Don't delay! Don't Hesitate!

AT 8 NANKING ROAD. Until the 15th APRIL

9237

NOTICE

The 6% Internal Loan of the 4th Year of the Chinese Republic (1915).

The Public are hereby notified that the second payment of the 6% Internal Loan of the 4th Year of the Chinese Republic (1915) will fall due on the 12th of April of this year. The detailed regulations governing the payment of interest of the said loan have been published in the **Government Gazette.** Pamphlets containing these regulations may be obtained on application to the establishments authorised for the payment of interest. The following is a summary of the Regulations.

1. Payment of interest commences on 12th April, 1916.
2. Organs in China authorised to pay interest :—
   (a.) All Magistrates' Yamens.
   (b.) The Head and Branch Offices of the Bank of China and of the Bank of Communications.
   (c.) The reliable agents of the above-mentioned two Banks.

3. Organs in foreign countries authorised to pay interest:—(a.) All Chinese Legations, Chinese Consulates, and all Offices of the Chinese Resident Commissioners. (b.) Branch Offices of the Bank of Communications. In foreign towns where no such branches exist, foreign banks are authorised to pay interest. (c.) All Chinese Chambers of Commerce, Guilds, and Public Organs organised by Chinese.

4. Method of claiming interest. When claiming interest, the bondholder must cut down the matured coupons and present them at any of the above-mentioned organs. The said organs after examining the coupons will then pay the interest and keep the coupons so paid. But holders of $1,000 bonds or $10,000 bonds must not cut down the coupons themselves, as the said Bonds must be examined first by the organs concerned.

The matured coupons can be used as cash in payment of land tax. The interest of the coupons is expressed in term of "big dollar" and if it is required to be converted into taels or copper cash, then the rate of exchange for different districts will be fixed and posted in conspicuous places by the various Financial Bureaux concerned.

The cancelled coupons (No. 1) of each bond must be cut down at the time when the coupon No. 2 is presented for payment in cash or in payment of land tax, and to be handed over for cancellation together with coupon No. 2. The Public are requested to read the detailed regulations governing the payment of interest which are obtainable at any of the authorised organs above-mentioned.

By Order

THE BUREAU OF NATIONAL LOANS

9246

1284, BROADWAY TELEPHONE No. 1025

YUT SAE CHANG & Co.

Iron Merchants & General Hardware Dealers

SHANGHAI.

Large Stocks of Engineers,' Architects,' Builders' Supplies, and Bommer Brothers Spring Hinges.

Full line of HARDWARE of every description, at most moderate prices, for up-country missionary stations.

5½% Russian Internal Short Termed Loan of 1916

FOR

Rbls. 2,000,000,000

SUBCRIPTION to the above loan will be opened in Russia from the 28th of March till the 5th of May inclusively.

The price of issue is 95%.

The Loan is entirely free of Income Tax and of other taxations.

The Loan is redeemable at par on the 1st February, 1926, Russian style, without option for the Russian Government to convert it at an earlier date.

Coupons are payable in Russia half yearly, on the 1st of February and 1st August, Russian style.

As interest on the above Loan runs from the 1st-14th of February, it must be taken into consideration when subscribing and added to the price of issue.

The Russo-Asiatic Bank in Shanghai and its Branches in China and Japan are ready to accept applications for the above named Loan.

Special favourable rates will be quoted for Russian exchange.

Applications will be wired to Petrograd free of telegraphic charges and commission.

The Bank is also ready to give every facility to subscribers in the shape of advance against the scrip.

I. JEZIERSKI,
Manager.

9189

Naamlooze Vennootschap Maatschappij Tot Mijn-Bosch-En Landbouwexploitatie in Langkat

Notice is hereby given that the Annual General Meeting of Shareholders will be held at the Offices of the Company, Tandjong Poora, Lower Langkat, Sumatra, at 10 a.m. on Saturday, 29th April, 1916.

By Order of the Directors,

GEORGE McBAIN,
General Agent.

Shanghai, 28th February, 1916.

8883

MADAME CECILE

Ladies' Dress Maker
Latest Models
Style and Fit Guaranteed

PRICES

Blouses, from	$5.00
Costumes from ..	10.00
Evening Dresses from	12.00
Opera cloaks from.	15.00
Fur coats	15.00

No. 42, EAST BROADWAY.

9245

The Batu Anam (Johore) Rubber Estates, Limited

(Incorporated in Hongkong)

NOTICE is hereby given that the Third Annual Meeting of Shareholders will be held at the Company's offices, No. 13, Nanking Road, on Monday, the 10th April, 1916, at 4 p.m.

The Transfer Books of the Company will be closed from the 1st to the 10th April, 1916, both days inclusive.

By Order of the Directors,
R. N. TRUMAN & CO.
General Managers.

Shanghai, 25th March, 1916.

9172

Henry The Tailor

J-14, Seward Road, Shanghai

(NEAR ASTOR HOUSE)

I acquired the Art of Cutting from an American tailor. I am recommended by some of the best-dressed men in Shanghai.

Riding Breeches a Speciality

6724

Tennis Balls 1916.

Messrs. Boyes, Bassett & Co. are shortly to receive a large stock of tennis balls.

Price $9.00 per doz.

No extra postage to Outports. Orders now received.

35 NANKING ROAD.
Tel. No. 1922.

9267

The Secret of Success in China

IF YOU HAVE BRANDED GOODS TO SELL

IS JUDICIOUS ADVERTISING

We write, design, and insert advertisements in the leading newspapers throughout the East. We employ expert translators and the best native artists in Shanghai.

CAN WE HELP YOU?

Our Representative Calls on Request.

CHESTER, COWEN & Co.

1a, Jinkee Road. Tel. 3449.

Classified Advertisements

HOUSES TO LET

NO. 65, Route Vallon, near French Park; containing three rooms on ground-floor, four bedrooms, three tiled bathrooms with porcelain tubs, lavatories and flush closets, hot water installation, tiled kitchen and pantry, four servants' rooms, garden, tennis, etc., from May 1st, 1916. Apply at No. 75, Route Vallon. Telephone, West 169.

9276

TO LET, furnished house, 138 Dixwell Road Extension. 6 rooms, 2 baths, servants' quarters, etc. Apply 3, Quinsan Gardens.

9331

TO LET, for July and August, fully-furnished, six-roomed residence. Western district, tennis court, vegetable garden, etc. Rent Tls. 90. Apply to Box 64, THE CHINA PRESS.

9327-A-9

EDUCATIONAL

ENGLISH LADY gives lessons in English and conversation; will visit homes if required. Apply to Box 50, THE CHINA PRESS.

9313

VIOLIN LESSONS: $10 a month. Apply to Box 49, THE CHINA PRESS.

9309

MANDARIN LESSONS given by Chinese experienced teacher at night. Moderate terms. Apply to Box 70, THE CHINA PRESS.

9341-A-9

EXPERIENCED CHINESE TEACHER, formerly connected with the Nanking Language School, well versed in Chinese classics and methods of instruction, is open to accept two additional students. Apply to Box 19, THE CHINA PRESS.

9234-A-9

PRIVATE TUTORING in English, mathematics and history (beginners and advanced students) by an experienced Chinese, graduate of an American University. Terms moderate. For particulars, apply to Box 61, THE CHINA PRESS.

9325

YOUNG LADY would like to teach English to Japanese or Chinese. For particulars, apply to Box 44, THE CHINA PRESS.

9308-A-11

LEARN ENGLISH by the latest and most successful method, taught by certificated English lady teacher. Apply to Box 40, THE CHINA PRESS.

9296-A-9

GARAGES TO LET

GARAGE to let, at 77, Route Vallon, with electric light, water, telephone, taxes, and servants' quarters. Tls. 10 per month. Apply on premises.

9275

FINANCIAL

WE CAN arrange loans from Tls. 1,000 to Tls. 1,000,000 on first-class real estate security. China Realty Company, Ltd.

9261

MEDICAL

MRS. RILZNICK, 65, Szechuen Road, Midwife, with 25 years' experience, is open to attend patients. Best references.

8695

MADAME MIZKIEWITZ. Accoucheuse of the Vienna Midwifery and Gynecological Medical School. May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470, Shanghai.

9320

ARBOR DAY AT NANKING

Ten Thousand Young Trees Planted On Purple Mountain

Special Correspondence of The China Press

Nanking, April 6.—The famous Ming Tombs district on the southern slope of Purple Mountain was a scene of the liveliest interest yesterday when the gentry and students of the city gathered to celebrate the new "National Arbor Day."

Elaborate preparations had been made. A long strip of ground on either side of the broad avenue had been dug over and mapped out. A section of several hundred trees had been assigned to each school of the city and indicated by its proper flags.

Before ten o'clock the various student bodies, in marching order, had taken their respective places. After the reading of the official proclamation and brief speeches by local officials, the band played, the signal was given and in a little while ten thousand young trees were firmly planted in symmetrical order.

The singing of patriotic and school songs, marches and drills, and music from the two bands present added greatly to the interest of the day's program. At the lunch hour rations were issued to each student from huge baskets of "steamed rolls." This is the national refreshment of the "Tsing Ming" festival, of which the new arbor day is a delightful as well as highly beneficial modification.

The crowds then scattered over the hills or made a leisurely return to the city.

CHINESE GOVERNMENT RAILWAYS TIENTSIN-PUKOW LINE TIME TABLE

(Published by order of the Administration)
November 1st, 1915, and until further notice

Mail 3	Mail 5	Miles			Mail 102	Mail 4
8.30	16.35	0	dep. Peking	arr.	8.44	18.55
11.25	19.10		arr. Tientsin-Central	dep.	5.08	15.58
11.35	19.17	82	dep. Tientsin-Central	arr.	5.03	15.53
					Mond. & Thursd.	
11.45	19.25		arr. Tientsin-East	dep.	4.55	15.45

Mail 102	Mail 2				Mail 1	Mail 101
Sund. & Wed.	Fridays		Peking-Mukden Line			
9.35	0.01	0	dep. Mukden	arr.	21.00	19.27
Mond. & Thursd.						
4.45	18 27		arr. Tientsin-East	dep.	1 25	1.25
4.55	18.34	434	dep. Tientsin-East	arr.	1.10	1.10
					Thursd.	Tuesd. & Saturd.
5.03	18.41		arr. Tientsin-Central	dep.	1.01	1.01

Local 5	Mail 3				Mail 4	Local 6
7.30	12.30	0	dep. Tientsin-East	arr.	15.32	19.56
7.40	12.40	2.71	arr. Tientsin-Central	dep.	15.22	19.46
8.00	13.00		dep. Tientsin-Central	arr.	15.02	19.26
11.48	16.30	78	dep. Tsangchow	dep.	11.57	15.23
15.12	19.38	149	dep. Tochow	dep.	9.17	12.13
18.16	22.41		arr. Tsinanfu	dep.	6.30	9.00
7		221				8
7.30	23.01		dep. Tsinanfu	arr.	6.10	17.42
10.09	1.28	266	dep. Tsianfu	dep.	3 56	15.12
12.30	3.49	319	arr. Yenchowfu	dep.	1.04	12.41
12.45	3.59		dep. Yenchowfu	arr.	0 54	12.26
15.36	6.55	378	dep. Lincheng	dep.	22.[illegible]	10.02
17.46	9.03	421	arr. Hsuchowfu	dep.	19.35	7.40
9						10
6.00	9.23		dep. Hsuchowfu	arr.	9.15	24.50
11.30	13.18	523	arr. Pengpu	dep.	14.52	15.25
11.50	13 28		dep. Pengpu	arr.	14.42	14.15
18.02	17.07	6 1	dep. Chuchow	dep.	11.11	8.51
19.53	18.23	6 2	arr. Pukow	dep.	9.45	6.50

Exp.	Exp.				Exp.	Fast
			dep. Nanking Ferry	Shanghai arr.	7.05	
23.00	23.00	0	dep. Nanking	Nanking dep.	7.00	15.04
7.00	7.00	193	arr. Shanghai	Line dep.	23.00	7.35

Yenchowfu-Tsiningchow Branch Line					Lincheng-Tsochuang Branch Line				
8.45	14.00	dep. Yenchowfu	arr.	7.18 11.48	11.20	17.30	dep. Lincheng	arr.	8.08 14.38
9.48	15.03	arr. Tsiningchow	dep.	6.15 10.45	12.28	18.38	arr. Tsochuang	dep.	7.00 13.30

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order,

Tientsin, November 1915. THE TRAFFIC MANAGER.

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai To Nanking—Up (Main Line) Nanking To Shanghai—Down

STATIONS.	1 Fast R	3 Local	5 3 & 4 Class	7 Local	9 Express R	11 Local	13 Local	15 Night Express R.S.
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
SHANGHAI NORTH ..dep.	7.35		9.00	10.30	1.05	3.45	5.30	11.00
Nei-xiang..	8.03		9.31	10.56	1.26	4.05	6.00	
Kunshan	8.51		10.33	11.53		4.54	7.00	
SOOCHOW .. arr.	9.10		11.34	12.48	2.37	5.49	8.05	1.00
dep.	9.50		11.44		2.46	5.59		1.10
WUSIH .. arr.	10.40		12.56		3.37	7.03		2.09
dep.	10.50		1.03		3.37	7.08		2.19
CHANGCHOW arr.	11.40		2.05		4.16	8.07		3.14
dep.	11.50	6.50	2.13		4.25			3.24
TANYANG .. arr.	12.45	2.00	3.19		5.10			
dep.	12.48	8.03	3.22		5.11			
CHINKIANG arr.	1.25	8.52	4.14		5.41			5.14
dep.	1.33	9.02	4.24		5.51			5.24
NANKING .. arr.	3.04	11.00	6.18		7.00			7.00
Nanking Ferry	..	..	..	..	..	..	..	*7.08

STATIONS.	2 Fast R	4 Local	6 Local	8 3 & 4 Class	10 Express R	12 Local	14 Local	16 Night Express R.S.
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Nanking Ferry ..dep.	..			..	..		..	..
NANKING . dep.	7.30			8.25	1.20		3.50	11.00
CHINKIANG.. arr.	8.57			10.23	2.37		5.48	0.46
dep.	9.07			10.33	2.47		5.58	1.00
TANYANG .. arr.	9.46			11.24	3.70		6.50	
dep.	9.49			11.27	3.21		6.53	
CHANGCHOW arr.	10.47			12.43	4.09		8.09	2.09
dep.	10.57		7.10	1 05	4.19			3.16
WUSIH .. arr.	11.46		8.14	2.19	4.59			4.11
dep.	11.56		8.24	2.29	5.09			4.21
SOOCHOW .. arr.	12.47		9.32	3.42	6.54			5.14
dep.	12.57	7.35	9.41	3.52	6.56	2.40		5.24
Kunshan	1.41	8.25	10.40	4.56		3.25		
Nanxiang	2.25	9.39	11.50	5.59		4.39		
SHANGHAI NORTH ..arr.	2.56	9.05	12.16	6.27	7.35	4.30		7.00

R. Restaurant Cars S. Sleeping Cars

*Connects with the Tientsin-Pukow and Peking-Mukden and through Siberian Service.

Shanghai to Woosung—Down (Branch Line) Woosung to Shanghai—Up

MILES.	STATIONS.	A	B	C	D	E	F	G	H
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	SHANGHAI NORTH....dep.	6 20	7.45	10.05	12.15	2.00	3.30	5.25	7.45
3.46	Kiangwan	6.29	7.54	10.14	12.24	2.09	3 39	5.34	7.54
10.19	WOOSUNG FORTS ....arr.	6.50	8.15	10.35	12.45	2.30	4.00	5.55	8.15

MILES.	STATIONS.	J	K	L	M	N	O	P	Q
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	WOOSUNG FORTS ....dep.	6.55	8.20	10 45	1.15	2 48	4 10	6.00	8.25
6.73	Kiangwan	7.17	8.42	11.07	1.37	3.02	4.32	6.22	8 4[illegible]
10.19	SHANGHAI NORTH ....arr.	7.25	8.50	11.15	1 45	3.10	4.40	6.30	8.5[illegible]

LIGHT TYPE A.M.
DARK TYPE P.M

SHANGHAI-HANGCHOW-NINGPO RAILWAY

ABRIDGED TIME TABLE IN FORCE FROM THE 1st NOVEMBER, 1915.

MAIN LINE.

SHANGHAI TO ZAH KOU. "DOWN" ZAH KOU TO SHANGHAI. "UP"

STATIONS	TIMES 2 Local Mixed a.m.	4 Fast a.m.	6 Slow a.m.	8 Coolie Goods a.m.	10 Ex-Press p.m.	12 Local Mixed p.m.
Shanghai South ..... dep.		8.00	8.55	10.15	3.30	4.20
Sung Kiang ..... arr.		8.52	10.01	11.24	4.13	5.46
Sung Kiang ..... dep.		8.55	10.06	11.40	4.15	5.50
Ka Shai		9.49	11.07	1.02	5.00	7.10
Ka Shing ..... arr.		10.11	11.35	1.33	5.19	7.40
Ka Shing ..... dep.	7.30	10.19	11.45	1.46	5.29	
Yeh Zah ..... arr.	8.24	10.56	12.27	2.37	5.56	
Yeh Zah ..... dep.	8.40	10.58	12.31	2.52	5.58	
Chang An	9.38	11.33	1.17	3.53	6.25	
Hangchow ..... arr.	11.18	12.28	2.30	5.32	7.09	
Hangchow ..... dep.	11.30	12.38	2.42	5.47	7.24	
Zah Kou ..... arr.	11.55	12.57	3.05	6.20	7.40	

STATIONS	TIMES 1 Local Mixed a.m.	3 Fast a.m.	5 Slow a.m.	7 Coolie Goods a.m.	9 Ex-press p.m.	11 Local Mixed p.m.
Zah Kou ..... dep.		7.20	8 20	9.25	3.10	3.50
Hangchow ..... arr.		7.44	8.45	10.58	3.26	4.18
Hangchow ..... dep.		7.55	8.55	10.13	3.36	4.25
Chang An		8.52	10.11	12.15	4.22	5.49
Yeh Zah ..... arr.		9.25	10.54	1.15	4.47	6.37
Yeh Zah ..... dep.		9.32	11.01	1.50	4.55	6.47
Ka Shing ..... arr.		10.09	11.43	2.45	5.22	7.38
Ka Shing ..... dep.	7 40	10.12	11.55	3.01	5.26	
Ka Shai	8.18	10.36	12.36	3.37	5.47	
Sung Kiang ..... arr.	9.33	11.29	1.26	4.48	6.30	
Sung Kiang ..... dep.	10.02	11.32	1.31	4.58	6.32	
Shanghai South ... arr.	11.22	12.25	2.38	6.07	7.15	

KIANGSHOO BRANCH LINE

KON ZEN CHIAO TO ZAH KOU ZAH KOU TO KON ZEN CHIAO

STATIONS	14 a.m.	16 a.m.	18 a.m.	20 p.m.	22 p.m.	24 p.m.
Kon Zen Chiao ... dep.	7.40	10.10	11.50	1.25	3.05	6.35
Kon Sung Hsu .. arr.	7.53	10.23	12.03	1.38	3.18	6.48
Kon Sung Hsu .. dep.	8.04	10.30	12.05	1.40	3.19	6.50
Hangchow ..... arr.	8.13	10.40	12.15	1.50	3.29	7.00
Hangchow ..... dep.	8.21				3.40	
Zah Kou ..... arr.	8.46				4.10	

STATIONS	13 a.m.	15 a.m.	17 a.m.	19 p.m.	21 p.m.	23 p.m.
Zah Kou ..... dep.	9.10				5.10	
Hangchow ..... arr.	9.19				5.33	
Hangchow ..... dep.	9.24	10.55	12.35	2.10	5.42	7.15
Kon Sung Hsu .. arr.	9.34	11.06	12.45	2.20	5.52	7.25
Kon Sung Hsu .. dep.	9.37	11.12	12.47	2.25	5.56	7.28
Kon Zen Chiao ... arr.	9.56	11.25	1.00	2.38	6.09	7.41

Light Type A.M. Dark Type P.M.

Business and Official Notices

TO THE PAPER TRADE

A Director of a large
AMERICAN PAPER TRUST
(en route to the States)
IS IN SHANGHAI
for a few days and will be pleased to discuss business with

PAPER BUYERS

For further particulars please write

CHINA AGENTS CO.
or
'Phone No. 3022. T. M. Yates
CHINA PAPER HOUSE.

9347

The Yangtsze Insurance Association, Limited

NOTICE TO SHAREHOLDERS

A DIVIDEND at the rate of Thirty-five per cent, being Twenty-One Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable, in Taels at Exchange 73, at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date, to Shareholders on Record on the 31st March, 1916.

By Order of the Board of Directors
W. S. JACKSON,
Secretary.
Shanghai, 7th April, 1916.

9330

The Kochien Transportation & Tow Boat Co. (1913), Ltd.

NOTICE is hereby given that the Third Annual General Meeting of the Kochien Transportation & Tow Boat Coy. (1913), Limited, will be held at the Palace Hotel, Nos. 1 and 2, Nanking Road, on Monday, the 10th April, 1916, at 4.30 p.m.

The Transfer Books will be closed from the 3rd to the 10th April, both days inclusive.

By order of the Board of Directors,
HOPKINS, DUNN & Co., Ltd.
Agents.
Shanghai, 23rd March, 1916.

9171

Special Announcement

THE undersigned for several years has been engaged in investigating and manufacturing the best chloride of lime (used particularly for purifying water) and has earned a reputation far and wide. Recently it has been learned that some shameless persons have taken our name, disguising their inferior quality of goods, and selling to customers under the name of the undersigned. As the matter is of great importance as regards our reputation, the fact is therefore hereby especially announced to both our foreign and Chinese customers. Those who desire to buy from us the best lime, of which we have just received several different kinds, may come to our shop at 599 Nantou, of the native city, in the premises at the rear of the Sin Wu Tai Theatre. (華界十六鋪大街新舞臺後門).

HSEN MIOU COMPANY.
Nantou.
(南市生茂行啓)

9212

MOTOR? WEST 1090. ORIENTAL AUTOMOBILE Co

ELEPHANT HEAD BEER
皮象 PILSENER 酒牌
ELEPHANT HEAD BEER

Every Single Bottle of Pure, Rich, Creamy Elephant Head Beer has our name on the Label.

Garner, Quelch & Co.
Sole Proprietors.

H. G. WALKER
1-A, Jinkee Road
Ores, Minerals, Metals, Industrial Chemicals, and Commodities.
WILL BUY
Antimony, Zinc, Lead and Tungsten Ores.
WILL SELL
Quicksilver
Red Phosphorus.

9355

FOR SALE

Motor-car, British make, coupe body, 2-seater, with additional seat at back, 4 cylinder engine, in perfect condition.

Electric lighting as usual; accessories. Apply to Box 73, THE CHINA PRESS.

9353

NOTICE

WE beg to inform our Clients and other Motorists that we have opened a Supply Depot at F. 95, Bubbling Well Road (opposite the Race Course).

Telephone 915

Where all supplies including Michelin Tyres may be obtained.

THE AUTO PALACE CO.
Office and Works, 362, Avenue Joffre.
Telephone West 465.

9348

NOTICE

THE annual meeting of the AMERICAN UNIVERSITY CLUB will be held in the court-room of the United States Court for China on Monday, April 10th, at 5 p.m.

M. F. PERKINS,
Hon. Acting Secretary.

9349

SHANGHAI HORTICULTURAL SOCIETY

THE Annual General Meeting of this Society will be held in H.B.M. Supreme Court Buildings on Friday, 14th April, at 4.30 p.m.

D. MACGREGOR,
Hon. Secretary.

9354

FOR SALE

Immediate Delivery

One Dredger

Four Mud Hoppers, All Iron,

Measuring Over-All
84 feet by 19

Can be seen by appointment

Apply to Box 68,
THE CHINA PRESS

9339

NEUTRAL

Whether your storage battery is a Willard or some other make—if you want expert service, come in.

H. S. HONIGSBERG & CO.

Free inspection of any battery at any time

ZUNG LEE & SONS
(W. Z. Zee & Sons—Est. 1895)
New and Large Stocks of
ROUND, FLAT AND SQUARE STEEL BARS
Tel. 196 General. 4368 Private.
Broadway
(Corner of Tiendong Road, Shanghai.)
Tel. Address "Zunglee, Shanghai"

Grand Hotel Kalee, Shanghai

FIRST-CLASS RESIDENTIAL HOTEL

SITUATED IN THE MOST CENTRAL PART OF THE BUSINESS DISTRICT, OPPOSITE THE MAGNIFICENT ENGLISH CATHEDRAL

130 LARGE, AIRY AND WELL-FURNISHED ROOMS

EACH WITH PRIVATE BATH ATTACHED

PASSENGER ELEVATOR

EXCELLENT ATTENDANCE AND COOKING

ALL DEPARTMENTS UNDER EXPERIENCED EUROPEAN CONTROL

THE GREAT AIM OF THE MANAGEMENT IS TO GIVE THE PUBLIC OF THE VERY BEST, BOTH IN COMFORT AND AT TABLE

Shanghai-Hangchow-Ningpo Railway

SPECIAL WEEK-END EXCURSIONS
TO
HANGCHOW.

From 15th April to 28th May, 1916.

SPECIAL TRAINS.
(Restaurant Car Attached).

SATURDAYS only.		SUNDAYS only.	
Shanghai South	dep. 12.55	Hangchow	dep. 17.05
Hangchow	arr. 16.35	Shanghai South	arr. 21.15

FARES.

EXCURSION RETURN available from Friday to Monday.		SINGLE.
$7.05	1st Class	$4.70
$3.50	2nd ,,	$2.35
$2.40	3rd ,,	$1.60

Do not miss this splendid opportunity of seeing HANGCHOW, with its famous West Lake surrounded by Hills covered with Azaleas and numerous other wild flowers, all in full bloom.

Ancient and Historical Temples and Monasteries.

Charming walks in the valleys and on the hills.

Boating on the Lake.

Pure Air and Perfect Scenery.

An Ideal Week-end holiday resort under 4 hours Journey from Shanghai.

For further information apply to the Traffic Manager, Shanghai North, Telephone 900, or to the Asst. Traffic Manager, Shanghai South, Tel. 3331.

9350

Furnished or Unfurnished Room

TO LET

with
Bathroom & Verandah Attached,
facing south, at
17, Nanking Road
apply to
Frederick Ezra & Co.
2A, KIUKIANG ROAD

NEW HOTEL, HANGCHOW
新新新旅館 西湖 杭州

The New Hotel, West Lake, Hangchow, is the only establishment of its kind which is open all the year round.

The management does its best to make this hotel as comfortable in winter as at any other time of the year. Convalescents who need a change of air will find in our hotel very cosy, nicely-furnished and warm rooms. We use the best stoves.

Shooting parties will find in our establishment all conveniences on their way up country. We are in a position to supply them with fresh stores and provisions and render them efficient services.

Nice table—excellent wine.
TUNG SIH-KUNG,
Manager.

Telephone No. 591.

792

For Sale by Auction

The Steam Tug "Peiho" as she now lies alongside the Hotung Bund, Tientsin. The particulars of this Tug are as follows:—

Length over-all ...99' 3"
Beam moulded ....17' 11"
Depth moulded ....12' 6"
Working Pressure..90 lbs.
Gross Tonnage Tons 137.12
C. Metres 388.05

The sale will take place on Saturday, the 29th April, 1916, at the Offices of the Undersigned, at 12 noon.

WILLIAM FORBES & CO.
Victoria Road,
Tientsin.

9138

Taiping Rubber Estates, Limited (1913)

NOTICE is hereby given to Shareholders of the Taiping Rubber Estates, Limited (1913), that the Third Annual General Meeting will be held at the Palace Hotel on Wednesday, the 19th April, 1916, at 4 p.m.

The Transfer Books will be closed from the 13th to the 19th April, both days inclusive.

By order of the Board of Directors,
HOPKINS, DUNN & Co., Ltd.
Agents.

9266

THE CENTRAL GARAGE CO., LTD.

2A, JINKEE ROAD.

CARS FOR HIRE

Prompt Service Day and Night.

Telephone 3809.

Business and Official Notices are Continued on Page 15

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

TO LET, two comfortable furnished rooms, with or without board, also attic room. Apply to 35, Boone Road.

9337

TO LET, with board, large furnished room with verandah and bathroom. Also a small room. 31, Boone Road.

WESTERN DISTRICT. To let, in exceptionally cool house, 61, Carter Road, superior furnished bed-sitting-room, facing south, large verandah and bathroom attached. Garden, tennis, telephone. Tram station. Excellent cuisine. Terms moderate.

9351

TO LET, large, well-furnished rooms, verandah and bathrooms attached, excellent cuisine, moderate price. No. 1, Young Allen Terrace, opposite Quinsan Gardens.

9264

TO LET, one large airy room with bathroom and glazed verandah. Centrally situated, very moderate rental. Apply to Box 65, THE CHINA PRESS.

9328-A-9

KOREA, SEOUL: For comfortable, quiet, home-like and inexpensive accommodation, write to Mrs. Chas. Loeber.

9180

TO LET, at 7, Carter Road, excellent furnished bed-sitting rooms, facing south, with bathroom attached. Also well-furnished attic rooms, with or without board. Verandah, garden, telephone, tram station. Terms very moderate.

9080-A-17

MISCELLANEOUS

YOUNG LADY wishes to hear of another who would like to share small flat in town. Rent cheap. Apply to Box 75, THE CHINA PRESS.

9357-A-12

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c-o 1-a, Peking Road, or P.D., 131, Haining Road, opposite West End Lane.

SITUATIONS WANTED

GENERAL OFFICE assistant, with many years experience, good references, wants position. Apply to Box 66, THE CHINA PRESS.

9335-A-14

SITUATIONS VACANT

CHINESE BOOKKEEPER, with experience and good handwriting, wanted. Apply to Methodist Treasurer, No. 10, Woosung Road.

9333-A-14

WANTED, for an office in Shanghai, a Chinese shroff, who can speak English and the Mandarin dialect. Please give full particulars as to age, experience, etc., to Box 71, THE CHINA PRESS.

9342-A-11

WANTED, foreign nurse for infant, in American family, Antung. References required. Reply, stating age, health and experience, to Box 34, THE CHINA PRESS.

9271-A-11

HELP WANTED, a girl or young lady, preferably one speaking German, to act as a companion to two small American children living near the French Park. Apply to Box 20, THE CHINA PRESS.

9235

LOST OR STOLEN

LOST at noon April 7, 1916, between Yangtszepoo and Merchant Service Club, one envelope containing 20 films in white envelope. Good reward. Apply to Box 69, THE CHINA PRESS.

9339-A-12

HOUSES FOR SALE

NO. 46, Rue Massenet, near the French Park; containing three rooms on ground-floor, four bedrooms, three tiled bathrooms fitted with porcelain bath tubs, lavatories and flush closets, tiled kitchen and pantry, four servants' rooms, garden, tennis, etc., China Realty Company, Limited.

9277

NO. 101, Avenue Du Roi Albert; containing two large rooms on ground-floor, large hall, three bedrooms, two tiled bathrooms with porcelain tubs, lavatories, flush closets, tiled kitchen and pantry, servants' quarters, box-rooms, garden, tennis, etc. China Realty Company, Limited.

9278

Exchange and Mart

SMALL RUNABOUT motor car. Must be in good condition. Price moderate. Particulars to Box 77, THE CHINA PRESS.

MOTOR-CYCLE side-car. Particulars to Box 76, THE CHINA PRESS.

FOR SALE, twin-cylinder, Indian motor-cycle, cheap. Owner leaving Shanghai. Apply to Box 74, THE CHINA PRESS.

9357-A-12

FOR SALE, Donkey and cart, in good condition, with harness and full accessories. Tame animal, and absolutely safe for children. Cart brand-new and complete in every way. What offers to Box 67, THE CHINA PRESS.

9336-A-14

FOR SALE, pair Negretti and Zambra's best field glasses in leather case. Unused. Price $45. Apply to Box 62, THE CHINA PRESS.

9326-A-9

FOR SALE. Genuine alligator suit case, double corners, leather-lined, patent lock, almost new. Price $30. Apply to Box 63, THE CHINA PRESS.

9326-A-9

FOR SALE, a few Singer Sewing Machines at reasonable prices. Please call P.474, Nanking Road.

9252-A-9

FOR SALE, one Remington typewriter, No. 11, extra wide carriage for statistical and document work. Machine in fine condition. Price $160. One New Home sewing machine, recently brought from America. One American, Mission-style, library table, with bookcase arrangement. One oak flat-top desk, sanitary base, top, 60 x 36 inches; practically new. Inquire 10, Woosung Road.

9356

A HOUSE-BOAT, with accommodation for 4 or 5 persons, wanted during Easter holidays. Apply, stating terms, etc., to Box 52, THE CHINA PRESS.

9316-A-5-7-9-11

PURCHASING AGENT, experienced and well-connected, will buy for inland and outport residents at best market prices. 5%. Neutral nationality. Apply to Box 46, THE CHINA PRESS.

9305-A-9

FOR SALE, Barred Plymouth Rock chicken eggs for hatching. No stock for sale. T. M. Wilkinson, Foochow.

8886

Classified Advertisements are Continued on Page 15

SPRING
1916

SPECIAL FASHION NUMBER

THE CHINA PRESS, Sunday, April 9, 1916

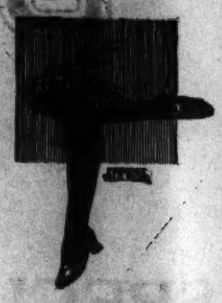
Whiteaway, Laidlaw & Co., Ltd.

BEG TO ANNOUNCE

That they are now making an attractive and complete display of the leading styles and novelties in Spring and Summer Fashions; the beautiful and inexpensive shadow lace flouncings are one of the many attractions, whilst the new French silk washing Ninon is sure to find immediate favour for dainty summer frocks, etc. Ladies requiring cool and attractive summer gowns, will find their requirements have been carefully studied. Never has the selection in white cotton lawns, muslins, etc. been so attractive. Another novelty introduced this season is the pretty sheer white cotton dress fabric Tarantulle, obtainable in several grades; a feature that will appeal to all ladies who demand exclusive and original designs, is the one piece dress lengths that are original in design and not obtainable elsewhere.

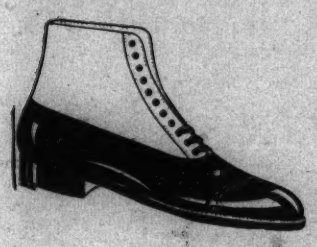
A few pairs of the new "Princess" Court Shoes have arrived. This is the shoe that has so suddenly jumped into favour, that the demand far exceeds the supply. The "Princess" is a particularly graceful model in fine French chrome, with oval leather-covered buckle. New blouses and silk sports coats are the leading feature of the display in our showroom, whilst the Millinery Department offers, all the newest and most attractive ideas in Spring and Summer hats, for ladies and children. Sunshades have certainly never been daintier than this season. Fancy ribbons are now showing in great variety, specially selected for trimming dainty Summer hats.

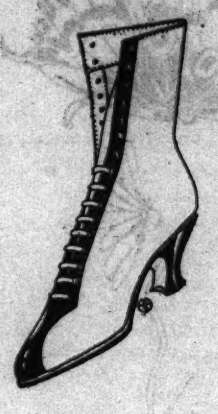
Whiteaway, Laidlaw & Co., Ltd.



Walk-Over Easter Styles

We are showing the most complete line of Fashionable Footwear for Men and Women in the city. We ask you to visit our Store before doing your Easter buying and give us an opportunity to prove our statements. Here you will find everything that's new this season, including all the popular styles in the newest shapes and leathers.





FOR MEN

The low, receding toe shapes continue to have the "Call," with well-dressed men. Stitched or corded tips, invisible eyelets, rather long vamp, and the low broad heel — tan, patent, or dull leathers. We also have many other styles and patterns, which are sure to meet the requirements of every man, young or old.

FOR WOMEN

Pumps are still on the full tide of popularity with well-dressed women. Many and varied styles are in demand — Colonial, Vanitie, Maxixie, and others. Long and short vamp effects, new and beautiful ornaments, Louis and Cuban Heels. Both dull and patent leathers, with vooze and fancy vested quarters. Our stock is complete, to satisfy the demands of the most exacting.

Walk-Over Prices, $10.50 and up.

"Phoenix" Hosiery for both Men and Women

WALK-OVER SHOE STORE

17, Nanking Road

**"When Walk-Overs go on,
Shoe troubles go off."**

Among Our Advertisers

The enterprising firm of Whiteaway, Laidlaw and Co., are well up to the Spring demand. Notwithstanding the immense difficulty of obtaining stocks of any description, they have succeeded in securing a large and carefully selected consignment of the very newest and most stylish goods for the season.

In their lace department will be found a collection which includes every description of lace it is possible to wish for. Particularly attractive are the shadow lace flowerings that are so necessary this season for the fashionable lace gowns and the prices certainly make a dress or blouse from them a necessity rather than a luxury.

Beautiful ribbons are another special feature of this firm, both in new and original ideas in fancy millinery ribbons and also pretty and useful plain colors in soft satins and silks.

Ladies will be more than delighted with surprisingly dainty and cool white summer dress fabrics and also the French linens that are practically the only suitable material for early summer gowns and costumes and, Tarantulle, the new fine, dainty fabric so suitable for dresses, underwear, etc., which is also to be found here in several qualities.

The firm always make a specialty of ladies' high-class American footwear and they are showing many really pretty models in Queen quality shoes, for which they are the sole agents and also in a number of the best known and most reliable English makes.

They have some delightful model summer hats, that are stamped with the hall-mark of Paris and the untrimmed straws that one can trim oneself if possessed with a taste for millinery are here in great profusion.

The new plain washing silk blouses are sure to be favorites for they are at once stylish and useful. Mention cannot be omitted of the beautiful sunshades displayed just inside the main entrance. Never would one have thought that such lovely colorings and designs would be seen in Shanghai and the prices are strictly moderate.

Space will not permit of a description of all the attractive things the store holds, but, whatever is required, whether it be a piece of tape or a complete summer toilette," all ladies shopping may, with the confidence of satisfaction, be done under Messrs. Whiteaway, Laidlaw's roof.

* * *

There is nothing in the world for ladies like a sale and nothing in the sale line like one at an establishment catering specially for those things which add to the beauty of the fair sex. Au Chic Parisien, for instance.

Here they are shortly expecting a new Spring shipment of all the very latest creations and, to make room for the new arrivals, they are getting rid of the previous stock at great reductions. It is an opportunity to get fitted out for Easter at a moderate cost. The clearance begins on Monday and will last for one week only.

* * *

Messrs. Boyes, Bassett and Co., 35 Nanking Road, are all ready for fitting out lawn tennis players with the best materials required for the game. Most of the Continental players of repute use the Mass Sigma racket; the British cracks prefer the Slazengers.

The firm has both and not only Slazenger's special rackets but the cheaper ones also. So it is just a question of taste and money. B., B. and Co. can give you what you feel inclined for.

They have also a special consignment of balls, selling at $9 a dozen. Clubs and those who are lucky enough to have courts of their own would do well to remember that, towards the end of last season, it was practically impossible to buy balls at any store here and they had to be picked up in twos and threes anywhere. Therefore, go early and get supplied.

* * *

Business in some lines may be bad, but evidently people always will have candies—especially when those candies are really good. This was proved sufficiently by an investigation at Sullivan's candy store, 11 Nanking Road, the other day.

"How's business?" was the query. "Going in leaps and bounds," was Mr. Sullivan's reply. "We are selling candies all over China and even sending them to Europe."

"Fact," he added, in explanation of the last remark. "Last month we sent a lot of repeat orders to the boys in the trenches, men who have acquired a taste for our goods and like them better than the homeside candies. They prefer our candies because they are really better than homeside candies and have seven points in their favor against the European or American-made goods.

"One of the most important points is that we use the fresh whites of eggs in the making of all our fondants, whereas the European or American makers use albumen, which is no more nor less than the same whites of the eggs imported principally from Russia and China and is consequently several months and in some cases years old before they get a chance to use it up. This fact alone makes our chocolates better than the homeside, to say nothing of the point of being made fresh each day on the spot here in Shanghai.

"The other five or six points are ones that only concern the local patron and the candies must be tried to be fully appreciated."

Birth of a Sword

Wavering, misty, uncertain, a
Thought begins to agglomerate
and sparkle on the eastern
horizon of my brain,
Lifting with its mysterious power
strange sea buried and air
laden streamers,
Monstrous, shimmering sea wrack
and air wrack from the depths
of me.
A moment of doubt, a groping in the
clouds, like a blind Dream
searching for an eye,
Then a sudden crystallization, a
furious swirl of sea wrack and
air wrack around the blazing
nebula,
And a giant shaft of light is shot
from the heart of the Thought
across mountain and moor-
land—
And an Epigram is born unto me
this day!

BENJAMIN DE CASSERES.

The Little Guardian

Our three-year-old Jack is as clever,
as clever can be.
"When my nurse is away you shan't
go in her room!" shrieked he.
"I am not in her room," indignantly
cried little May.
"Not yet," Jack replied, "but your
footsteps are going that way."
And they were.

MARY E. HITCHCOCK.

PIN MONEY FROCKS

Evening dress of tulle, lace, and satin

Evening coat, Victorian style, in changeable taffeta

The coat for afternoon and evening wear must be considered as carefully in Spring and Summer as in Winter, says Harper's Bazar. Few feel well dressed without a wrap even when the weather is warmest. A quaintly fashioned coat of taffeta has been seen charmingly developed in changeable silk of dull colors. Being single-breasted it looks especially well when left open. The plaited ruching of the silk if pinked rather than hemstitched, will be all the quainter.

When the short skirt with its long train first appeared in the fashion pages, it was voted interesting, but not exactly wearable. Then it appeared on the stage, and now we find it both interesting and wearable. It is perfectly possible for the dance frock—a toss over the arm and the dancer is free.

This extra train has many possibilities. Attached to a white lace gown, it gives the color note every costume should have; again, it may tone down the gown of brilliant color.

A costume has been developed in cream tulle and lace over a slip of flesh-colored satin. The train, rippling down from a big bow, is of turquoise blue satin, lined with mauve satin. Remnants of velvet or brocade are now appearing as just such trains, and sales of short lengths are anxiously awaited by the girl whose allowance is always exceeded by her desires.

Fluted braid, one of the new notes in trimmings, is used as a finish for many skirts and bodices. The best width is about one and one-half inches. Fluting changes the weave of the braid, making it impossible to trim the dress with a flat braid of the same color. Then, too, braids are extremely difficult to match up, but white may be purchased and dyed to match the material before the fluting is done. It is worth noting that for short, full skirts straight lines are chosen nine times out of ten.

The Last to Die

When the last big gun is fired,
And the last man falls and dies,
And over the world is wired
The news that the sacrifice
To the god who is God of Battle
Has been made to the full at last;
That men are no longer cattle,
That the war of all wars is passed;

When the fair white flag is flying
Where the fields of blood run red,
And the ears of the fallen dying
Hear "Peace" by the breezes said,
In their eyes will a question linger;
But the answer they will not know,
They but followed a beckoning finger
Because Fate had decreed it so.

E. S. V. Z.

"The Exploits of Elaine"

READ the Novel in The China Press
SEE the Pictures at the Apollo Theatre

Amazing Detective Novel and Motion Picture Drama

Introducing **Miss Pearl White,**
Arnold Daly and
"Craig Kennedy"

Written by **Arthur B. Reeve**
The Well-known Novelist

Dramatized into a Photo-Play by **Charles Goddard,** author of "The Perils of Pauline."

Cast of Leading Characters in the Motion Picture Reproduction by the famous Pathe Players.

Elaine Dodge ..... *Miss. Pearl White*
Craig Kennedy..... *Mr. Arnold Daly*
Harry Bennett ..... *Mr. Sheldon Lewis*

Everything you read in "The China Press," you can see in fascinating Pathe Motion Pictures at The Apollo Theatre.

Miss Pearl White
as **Elaine,** the Heroine

First You READ It—
Next You SEE It

BY special arrangement with Mr. S. Hertzberg, proprietor of the Apollo Theater, THE CHINA PRESS has secured the exclusive right to publish this extraordinary story. Chapter after chapter, as the plot develops in the columns of THE CHINA PRESS, every episode and incident will be enacted into real life in moving pictures by the famous Pathe players.

* * *

AN instalment of the story, equivalent to the two complete parts of the moving picture play that will be screened each week at the Apollo Theater, will appear in THE CHINA PRESS every Sunday until the story and moving picture play are complete. The co-operation of a newspaper and a moving picture theater was seen for the first time in the East last year, when the highly-popular "Perils of Pauline" appeared in THE CHINA PRESS and on the screen at the Apollo Theater.

* * *

EACH weekly instalment will be included in the regular Sunday issue of THE CHINA PRESS and will be distributed free to subscribers. The section of THE CHINA PRESS containing each instalment will also be on sale at the Apollo Theater every night at the price of 10 cents.

* * *

THE first two episodes will be exhibited on Monday, April 17, at the Apollo Theater.

Get Next Sunday's "The China Press" and Read The First Instalment of the Story

Party Dresses

Evening Gown of Blue Silk, with Girdle and Corsage Showing the Use of Ribbons as Trimming.

PHOTOS · BY BURKE A.T. WELL CHI.

A Dancing Costume of Lace and White Satin, with Coat of Cherry Colored Taffeta.

A Distinctively "Spanish" Dress, with Tight-Fitting Bodice and "Pantalettes"

"Lucile" Models.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

By Lady Duff-Gordon

("LUCILE")

SPAIN is the dominant nation so far as dancing gowns are concerned this season. The Spanish note is supreme in the color, the silhouette and the fabric in that garment in which a pretty woman looks her prettiest, her party dress.

First the silhouette. It is bouffant. The skirts are undeniably full, the fullness being emphasized by the paniers. The tiny hoops worn over the hips and extending there the soft draperies give the wideness of outline characteristic of the Spanish dancing costumes worn, not by professional dancers, but by the ladies in waiting of the court. The bodices are tight. High darts and gussets are used to give in its mould-like effect. Pointed stomachers add further to the illusion of dancing gowns worn by beauties of old Spain.

The fabrics used hark back to Spanish models, for the skirts are made for the most part of the lace, beloved of women of the southern peninsula, since the women of Castile wove it, lace of silken threads. Even the Spanish colors—red, yellow and black—are oft repeated in the ball gowns seen in the late Winter and to be seen in the Spring.

After the Spanish motif the Watteau claims popularity in evening attire. Glimpses of our grandmothers' finery are granted us in the low-cut bodice defined by a ruffle of narrow lace and by tiny ribbons, and the wide skirts of flowered silks.

The three models that are shown on this page are illustrations of the Spanish and Watteau motifs. The skirt of the first is a straight tunic of lace over a petticoat of embroidered filet. The bodice is of white satin, tightly fitting, with a crushed girdle of the same. A jacket of cherry colored silk, trimmed with chinchilla fur and a conventional design of the same cherry shade on bodice front, introduces a striking note.

The photograph in the lower right hand corner shows another "party gown" of Spanish tendencies—a very simple one.

The smaller picture is of a girlish gown in pastel blue shade in which are woven clusters of deep blue forget-me-nots. The upper part of the skirt is of white net. A flounce of the same finishes the elbow sleeves. The girdle is of dark blue velvet.

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Paris Fashion News And Notes

New York, March 5.— Buyers returning from abroad report that Paris is very much herself again. The streets are thronged with Americans who are over there to bring back the new gowns. I hear that everything is 50 per cent. more cheerful than it has been since August, 1914. The cafes along the pavements are filled with people, the restaurants are open until half-past 10 at night, and even if the audiences in the theatres are made up mostly of wounded soldiers, the plays are clever and interesting.

All the dress-making houses are open, little and big, with even more than their quota of new models, and the Americans who are over there to buy are greatly increased in number over the last two seasons. The submarine scare seems to have died down and, although the majority of American shops have not coerced their buyers to go abroad, all the houses are represented because there is a renewed and increased interest shown by Americans in going to Europe.

The cables are now coming in, giving us meagre details of the new frocks. There is no marked change in the silhouette. Military ideas are being gently incorporated into the general scheme.

Sleeves are quite large in the one-piece frocks and reach to the wrists. Shoulders are still narrow, waists not too clearly defined; there is an effort to flatten the skirts front and back and get the width by a draping of the material at the sides. Skirts of one material and coats or bodices of another will continue to gain favor. Broadly striped fabrics grow in popularity.

Checks and plaids which were brought in with the landing of the Scottish regiments in France, have reappeared after the public thought them eclipsed. Rodier's new weave of Jersey cloth is evidently to be a new feature of the Spring suits. The use of it is strongly accentuated and it has been made a rival to serge and gabardine.

Gray in various shades will be one of the best of the Spring colors. Dark blue has not lost its prestige. Black will not be constantly offered in every form of garment.

Ribbon used in a variety of ways will play an important part in trimmings, especially in ornamented tabs placed in thick groups, after the fashion of Goya and Velasquez.

The Incoming of Gray

Several months ago the French designers substituted gray for black in their scheme of things. This was done between the last semi-annual opening and the beginning of the new year. The house of Cheruit is famous for its partiality toward this color, possibly because Mme. Cheruit wore it and it suited her right beauty.

The American women either did not know that gray was in fashion or they did not care to take it up, for there were not many gowns of it this season. It was rarely worn in the afternoon and seldom in the evening; bright colors held their own throughout the year although we have heard little from the textile people but the shortage of dyes.

Most of the industrial concerns threaten us with a deluge of white gowns, because nothing can be done to supply color; so, if this dire prophecy comes true it is a waste of time to discuss the colors that are coming into fashion.

We are a bit skeptical about the all-white regime, for we heard that last Summer, and yet, at every gathering of women last Summer, their costumes glowed like a Bakst setting for the Russian ballet. So, suppose we talk about the new colors anyway, and trust to American ingenuity to be able to display them in our costumes this Summer; and gray in its pearly tints is to be featured, not only in frocks and suits, but in separate blouses.

Woollen voile will be brought into first fashion and in gray, it will be used for shirtwaists, as substitutes for the beige that held its sway so long.

Woollen Voile and Jersey Cloth

Years ago we wore woollen voile; it quite captured our fancy and therefore it may do so again. Rodier has put his seal on it, and also on a new quality of Jersey cloth that will be used for coats and skirts. It is possible that the former will try its hand at rivaling silk everyday frocks, and Jersey cloth will enter the ranks against serge and gabardine.

Neither fabric is new; the former is a revival and the latter has been with us for several months, but both of them will be strongly featured throughout the succeeding season; they will gain somewhat of a reputation for being new because the public is not familiar with them.

There is no doubt that women will like the new weave of Jersey cloth, for they are anxiously looking for a substitute for serge in Spring suits. Taffeta and ribbed silk have been offered over and over as substitutes for the woollen fabric, but the Anglo-Saxon woman, whether she be in England or America, feels more content with a thread of worsted in her street suit until hot weather comes and makes it unbearable. Even through the dog days she likes to feel that such a coat and skirt are hanging in her wardrobe, ready for an emergency.

The new Jersey cloth has something of the feeling of the sweater, and while the larger part of its use may be confined to life in the country and in small towns, there is good reason to prophesy that it will find its way in the streets of the great centres.

Brown is one of the colors that the dyers of the new Jersey cloth evidently like, for some very smart suits of it have appeared. Brown has not been among the fashionable shades for several seasons. We have quite ignored it, although we have given a warm slice of our affections to its pale sister, beige. Probably the welcome accorded the leather tones has suggested to the dyers the introduction of real brown. The reason, however, is a negligible factor in the condition. The fact remains that brown as well as gray are colors to be reckoned with from now on.

Placing Peltry on Muslin

There was so much distaste on the part of the fastidious ones for fur by the time the new year arrived, because of its lavish use in women's apparel during the last six months, that every one thought its day was done; and yet, here it reappears in a variety of capricious ways. For instance, one of the Palm Beach hats of striped blue and white linen lawn is edged with fur, and Poiret's idea of combing skunk out to make it look like fringe and using it for trimming has started an entirely new development of the usage of peltry.

He first brought this out on a Brittany gown of purple and white striped silk and velvet, and then the milliners took it up for the new straw hats.

If you want to employ some of your leisure time at home in arranging fur instead of embroidering, you might try your luck at achieving a Poiretesque result with an old piece of fur and a thick comb.

The Manicure Lady

By William F. Kirk

"This is the kind of a day I wish I was rich," said the Manicure Lady. "Gee, but didn't I hate to come to work this morning!"

"It is a fierced day," agreed the Head Barber. "If somebody don't commit suicide today I miss my guess."

"Whoever it is, it won't be me," declared the Manicure Lady. "Life is too sweet to leave until the doctor says you just got to go."

"That's so," said the Head Barber. "I thought once when I lost a lot of money at the track that I would kill myself, but I either didn't have enough courage or I had too much. It's hard to tell which. And here I am, happy and getting along fine. And I know my wife ain't married to some other guy, which she might be by now if I had put myself out of the way."

"Brother Wilfred thought he would kill himself once because the old gent wouldn't let him have ten dollars," said the Manicure Lady, "but he thought better of it, and now he is doing pretty good with his poetry. He sold three pieces to a new magazine which has just started."

A Cheering Thought

"Maybe it won't last long," said the Head Barber, gloomily.

"I don't suppose it will," admitted the Manicure Lady. "If anything that brother Wilfred mixed up with ever lasted over a week I guess I would have a fainting fit. The poor boy is a hoodoo to himself, and sometimes I think to the rest of the family."

"If I had a brother hanging around the house, writing poetry daytimes and setting free lodging nights, I would come right out and tell him to try his hand at something else or find another place to live," said the Head Barber.

"The old gent wants him to get out and hustle," said the Manicure Lady, "but mother is all the time taking his part. She thinks that some day he is going to write a great song and get rich.

"He told her that, and she believes it, because one of her uncles made a lot of money writing songs, and she thinks Wilfred takes after him. Goodness knows who he does take after. Thank goodness it ain't me.

Some Paying Poets

"I had a uncle that wrote some poetry, only he made money at it," said the Head Barber. "It ought to be a grand game if you can make money at it. They tell me that guy Shakespeare made a lot of dought."

"Yes," said the Manicure Lady, "Mister Shakespeare done pretty good at writing, and so did Lord Longfellow and Alfred Whittier, I guess, but them gents got along because they was wise fish. Their beans was higher developed than Wilfred's poor head, but he don't believe it, and nobody can tell him nothing. I don't know what's going to become of him."

"Oh, I guess he'll get along all right," said the Head Barber. "It was the real poets that had all the sorrow in their lives. Your brother ain't enough of a poet to draw much hard luck. I guess a little hard luck wouldn't hurt him none, though."

"Don't you go wishing him none now!" warned the Manicure Lady. "Don't you go wishing that he was a barber, George. He gets the old gent awful sore, but he is my brother, and he never done you no wrong!"

AU CHIC PARISIEN

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(Corner Ningpo Road)

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To make room for a

New Spring Shipment

coming shortly, the balance of our previous stock will be sold at a

Great Reduction

Beginning Monday, April 10

For One Week Only

A splendid opportunity for Easter

THE ANGLO-AMERICAN SHOE CO., 21, Nanking Road, Shanghai.

The Mission of a Good Shoe

Shoes are the Foundation of Good Dress—Better the Shoe,—and Better the Feelings,—

Better the Results of either Business or Pleasure.

All Shoes of **Quality** must bear a **Price** in proportion to the **Skill** and **Time** involved in making.

These are attended with much less **Profit** to the **Maker** and **Seller,** than those which everybody calls cheap.

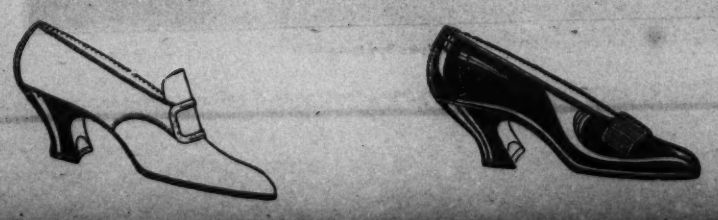
Shoes made for **Cheapness** and not for **Excellence** of **Workmanship** and **Materials,** are most certain of **Rapid Decay.**

WE SUGGEST A "WICHERT"

A Ladies' Shoe that conforms to the latest demand of "Advance-Style" for the Season

Gentlemen who place a **Value** upon the **Fashion** of their **Footwear** will approve of the **Refined** and **Superior Character** of the **"Nettleton" "Upham"** and **"Excelsior" Shoes.**

These Shoes are all cut for Quality — Man's Wear, Economy and Appearance.



War Makes Britain a Nation of Readers

George H. Doran Tells of the Extraordinary Changes That Have Come Over the London Authors, Booksellers and Reading Public

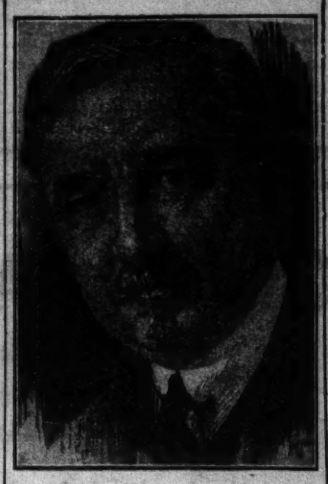
Telling how the war would affect literature has been one of the chief employments of writers since August, 1914. Some of them have said that it would stop literature, that novels and poetry could not possibly come into existence until many years had healed the world's wounds. Others said that the war would produce a tremendous intellectual renascence, that the giants of Elizabethan days would be overpowered by the great poets, dramatists, and novelists whose genius the war would force into sudden bloom. We have been told that the war would bring about a revival of realistic fiction, of romantic drama, of highly spiritual poetry; we have been told that it would stop people from reading any books at all, and that it would make people more passionately enthusiastic about reading than they have ever been in the history of the world.

Having listened to the expression of many of these opinions, I thought that it would be interesting to ask some one who had opportunities to observe the situation just what had happened so far, to consider the effect on literature of the war in terms of facts rather than of theories. Now, the outward and visible sign of literature is the publishing business. And since George H. Doran, one of the most distinguished publishers in the United States, had just returned from a business trip to England, I asked him to telll me about the things that he had seen and heard during his sojourn among the British writers and publishers.

"Is the war," I asked, "crippling the publishing business in England?"

Mr. Doran looked up from the accumulation of mail that covered his desk.

"No," he said, "I wouldn't say that the war is actually crippling the publishing business, but it certainly is affecting it. The English publishers are not publishing as many books as they would in times of peace, and they are especially timid about publishing expensive books. The publication of 15-shilling art books, those sumptuous confections that used to be especially popular in the holiday seasons, has stopped entirely. Nearly all books of fiction that are published are low priced;



Mr. George H. Doran

the expensive novels are not published because it would not be worth while to put them on the market.

"Here is a very recent English book, a novel by Claude and Alice Askew. Ordinarily that book would cost 5 shillings; now it sells for 2 shillings and 2 shillings has become the usual price for novels in England."

"Then the publishers are spending less money, I suppose?" I suggested.

"Not at all," said Mr. Doran. "The cost of production of cheaper books has gone up astonishingly. The cost of publishing a cheap novel in England today is almost prohibitive.

"The situation really is very serious." Mr. Doran took a cablegram from his desk. "Here is a message that I have just received from England, asking for 1,000 tons of paper. Formerly they did not need to apply to us for paper; they had plenty of paper cheaper than our own. They had a very satisfactory paper that was much lighter than ours, bulky, and considerably more to the pound. But the embargo on paper has very greatly handicapped the British publishers. And I have been told on account of the scarcity of labor the cost of printing will soon be enormously increased.

"In the early part of the war, said Mr. Doran, "I maintained that the war was giving Great Britain a literature and taking one away from us. Our newspapers are so much fuller than the English newspapers that the public over here was satisfied with the newspaper accounts of the war. But in England they wanted something more extensive, something in book form. So there were hundreds of shilling books published dealing with various phases of the war, such as the 'Russians at War,' 'The Aeroplane in the War,' and all the rest of them. In England such books as these soon were in great demand, and the demand for them has steadily increased. Heinemann is beginning a series of books written by men at the front. 'Soldier Tales of the Great War,' 'With My Regiment,' and various books by 'Platoon Commander' and 'Sapper' are selling largely. And a book which has had extraordinary success is one called 'Hindenburg's March Into London'—a translation from the German.

"Now, at the time that this great boom in war books started in England there was nothing of the sort happening in the American publishing trade. From August, 1914, for about a year the publishing business in the United States suffered from terrible depression. Things had never been so bad for publishers and booksellers in the memory of man.

"Conditions in the American publishing business did not, indeed, regain their normal aspect until after Labor Day last year. Then one of New York's biggest booksellers had the greatest sales of his experience. And we American publishers got this blow, which was almost a knockout, just at the time when the English publishers were profiting by the enormous sales of war books."

"Are all the books that are being sold in England war books, then?" I asked.

"No," said Mr. Doran. "There is a demand, small but enthusiastic, for works of a general character. Arnold Bennett's 'These Twain' was a great success. Lord Redesdale's 'Letters' passed through several editions. John Hay's 'Recollections' was very popular. There is a receptive public for books not dealing with the war, small as this public may be.

"But most of the writers seem unable or unwilling to keep the war out of their work. Hugh Walpole's latest book is full of the Russian war spirit. Mrs. Melloc Lowndes's new book 'Good Old Anna' is the story of a trusted family servant who is discovered to be a German spy. Annesley Vachell is writing war plays.

"Of course, this narrowing down of interests is unfortunate for literature, and the war is certain to be hard on creative artists, anyway. If a writer has no immediate income, and no market for his work is afforded him by the publishers he necessarily must suffer. But how can the writers get away from the war? How can any one in England get away from the war? I felt this very strongly. On board the ship, after I had been talking, always about the war, to my fellow-voyagers, I would go to my room and try to read. And the books invariably were war books. Even if they were novels they would be full of war.

"The authors, like every one else in England, are doing more than merely talking about the war—they are writing about the war, thinking about the war, and actually doing real war work—doing their bit, as the saying is. I do not think that there is a prominent writer in England who is not now being of some real service to his country, in some way, I mean, other than writing patriotic or propagandist literature.

"Of course, I saw a great many writers when I was in England, and they were all living in an atmosphere of war and all busy with war tasks. Horace Annesley Vachell, Hugh Walpole, Arnold Bennett, H. G. Wells, Mrs. Melloc Lowndes, Sir Gilbert Parker—they are all talking and thinking war and all working for their country.

"When I visited Arnold Bennett I found him busy dramatizing 'The Book of Carlotta.' But he took the time to go to London every day to attend sessions of various committees on which he serves, committees of defense, committees of relief, committees having in charge the efforts to solve problems which have arisen from the present extraordinary and tragic condition of affairs.

"Sir Gilbert Parker spends every afternoon in an office where all his time is taken up by war work. Maurice Hewlett, May Sinclair—in fact, every English author that any one ever heard of—are giving up nearly half their time to special war tasks. And when they are not actually doing war work they are thinking and talking about the war.

"Out of all the conversations about he war that I had with various writers, editors, and publishers, only one phrase has remained vividly in my mind. That may not seem to you an important phrase, but it seemed significant to me at the time, and it has stayed in my memory with remarkable tenacity and vividness. Arnold Bennett was talking to a group of us, and in reply to a rather direct question from me he said: 'Oh, the war's all right—the war's getting along all right!'

"Then he went on to discuss some little detail of the war—who had misinterpreted an order at some minor battle, or who should succeed some retiring executive of the administration—something of the sort, something that seemed of microscopic importance. But to the great question as to the progress of the war, the success or failure of the allied armies, he had only the reply: 'Oh, the war's getting along all right.'

"It may be—it seems so to me as I think the matter over—that the mind of England was speaking through Bennett at that time. Englishmen—especially the English writers—seem to be too close to the war to be able to see or think of it as a whole. It is such an overpoweringly tremendous thing, especially when you are close to it. It is only the details of it, certain aspects and phases and cross sections, that the English writers can now seem to comprehend.

"One phase of the war which it is particularly difficult to understand," said Mr. Doran, "is that which has to do with the matter of censorship. Here is a personal experience which seems significant: We published a most interesting book dealing with the war by an American author. In order that there might be no delay in the publication of the book in Great Britain, I made a shipment of a considerable number of sheets. Several prominent Englishmen were particularly eager that the book should be published in Great Britain.

"As is customary and, indeed, obligatory, a set of the sheets of the book was submitted to the censor. His decision was that the book contained statements of military importance which would be of value to the enemy, and that therefore it should not be published in Great Britain. This was his decision—in spite of the fact that the book had been published serially in a magazine widely circulated in England, and also in spite of the fact that the enemy could get any desired number of copies from the United States!

"I would not say this in criticism of a just and necessary censorship. But my experience in this matter seems to me to be almost as amusing as that which a friend of mine, an author, had at Newcastle-on-Tyne. There was in course of construction the largest single contribution to the British Navy which had up to that time been made. The ship was more than 800 feet long, and of course of enormous bulk. The Superintendent of Construction explained at length some novel features of this battleship, and then said to my friend: 'Of course, the building of this ship is a secret!' He said this in all seriousness, and in spite of the fact that nothing but this ship could be seen.

"I do not know," said Mr. Doran, "what the final effect of the war will be, or whether or not it will find its expression in literature.

"But there is one thing to be considered, and that is that millions of readers are being made. The cheap editions of the novels are selling as they never sold before. What is there to do for many of the lonely women but to sit at home by the fire and read? And the soldiers in the trenches, and the wounded soldiers at home and in the hospitals—what can they do but read? People are reading who have never read before, and those who read before are reading more extensively—and more intensively."

The Shanghai Bon Marche

17 NANKING ROAD.

CLOSING UP BUSINESS SALE.

This establishment will shortly be closed, therefore the whole of the stock must be cleared regardless of cost; great reductions will be made, and goods marked at less than auction prices. Come early and get the best; you will not get this opportunity again.

Sale begins on MONDAY, 3rd April, 1916.

Silberman's

FIRST GREAT SPRING DISPLAY OF

Gent's. Latest Style Straw Hats. A Range of 25 Styles to pick from

Silk, Lisle and Cotton Socks, Nifty Spring Ties.

25 Grades in Spring and Summer Underwear.

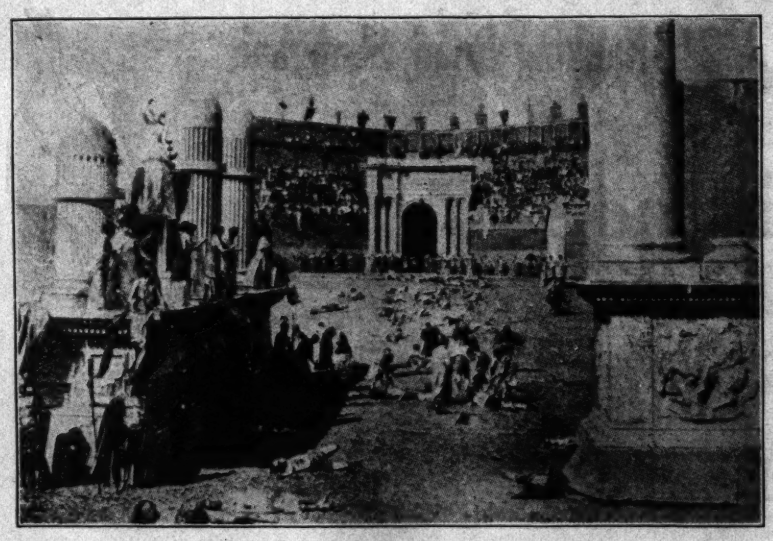
Fine Canvas and Tennis Shoes both for Ladies and Gents.

Inspection Invited at

Silberman's Drapery & Outfitting Stores

NO. 1B BROADWAY

(Opposite Astor House)



Scene from Spartacus

Spartacus

The Greatest Historical Photo-Drama Ever Presented To The Shanghai Public

will be exhibited at the

For Four Nights only

Victoria Theatre

In Six Acts

On Friday, April 14

No Advance in Prices—Special Music

A manmoth spectacle, employing thousands of people in the making. A twin-sister to "Quo Vadis." Contains the largest arena scenes in the history of photo-plays.

Booking at Messrs. Moutrie & Co., Ltd.

SYNOPSIS

The story of Spartacus contains all those elements of love, intrigue and subtlety that we are accustomed to find in all pictures of ancient Rome. It is a real story of a real hero of a period that one associates with ignorance, savagery and licentiousness—100 B.C.

By birth a Thracian, Spartacus, when his country was besieged by the Romans, was looked upon as a champion to throw off the yoke of slavery. Notwithstanding his valour, the Thracians suffered defeat, and Spartacus and his sister Idamis were carried off to become slaves in Rome.

Spartacus, on account of his great strength, was trained to become a gladiator by Crassus, while his sister was made a slave to Emily, the daughter of Crassus. Eventually Spartacus and Emily became lovers.

Spartacus soon became the foremost gladiator in Rome, but he fell at length under the anger of Crassus, who ordered his arrest. He defied the Senate and organized a revolt of the gladiators. Eventually, in the Appenines, the gladiators defeated the Roman army, and Spartacus was made general.

His rapid rise to fame brought him many enemies, who plot his downfall. Crassus is murdered and Spartacus accused of the crime. He is condemned to be thrown to the lions. There is a tremendous battle between man and beasts, in which the former is the victor. In the meantime, the real murderer has been discovered, and Spartacus hurls him to the lions.

Spartacus is restored to favor and is united in marriage to his sweetheart Emily.

A COLOSSAL SUBJECT

Noble in construction, ideal in depiction, and with every attribute in the way of magnificence and gorgeous display, "Spartacus" is well ahead of every classical subject that has preceded it.

Scene from Spartacus

-:- The 'Skyscraper' Hat Grows Still Taller in the Latest Paris Models -:-

The models here shown are reproduced from Harper's Bazar. The first model is a hat tulle de crin, with black velvet bow, giving a peculiar Moyen age effect. Its neighbor is the opposite extreme in modernity, a blue sanor trimmed with blue velvet and pompon. The third is of "skyscraper" height, of beige-colored straw, draped with wide ribbon. The next model, a flaring "skyscraper," is of black straw with crown of black velvet. The lower, upstanding effect, next to the right, is a smart black straw with ribbon cockade. The "skyscraper" on the right end is a mixed straw and velvet combination.

The sky seems to be the limit for hats this Spring, says a writer in Harper's Bazar. The new models from Paris are getting higher and higher in elevation. Unless somebody calls a halt the interiors of leading hotels may have to undergo some sort of reconstruction to admit the fashionable woman.

Yet the new hats are charming. Many of the sailors are in bright colors, with the underpart of the brim in black. Fur is often combined with straw, which makes it possible to don the straw hat much earlier than usual. Besides the high hats there are, of course, large hats and small hats and some quite flat, the choice being regulated altogether by the shape of the face. Georgette, of Paris, is making some little flat hats that strongly resemble Second Empire styles. At Marcelle Demay's straw and taffetas are combined with good effect, and many shapes are built on eighteenth century lines, with brims lifted in the back.

Lewis, of Paris, has six smart models. There is a black straw toque with a tall and effective crown of black velvet which makes an immediate appeal as something quite out of the ordinary. Becomingness is achieved by a piquant little bow sewed in front. Mixed straw and velvet are combined to make a very chic turban. A cluster of cherries tucked under the crown drapery gives a touch of color and brings out the red woven into the straw. Very attractive is a black straw with a dashing little cockade of ribbon sewed in front. The brim turned up from the face gives the height so necessary this season in turbans and toques.

An aeroplane is strongly suggested in a creation of tulle de crin. The only bit of trimming is a wired black velvet bow on a tight-fitting cap. A beige-colored straw hat recalls fashions of the early eighties. Wide ribbon is draped in folds over the crown and forms a large rosette in the back. Navy blue velvet and a fluffy pompon are used to trim a high-crowned blue sailor. This model is suitable for early Spring and is unusually becoming.

Beauty At The Bedside

All the world now loves a soldier, and all the world has a number of wounded friends whom it visits in hospital. The times have changed, and customs with them. We were not used to see our young men friends in bed, but conventionality is as extinct as the mammoth, whose reconstructed carcase delighted our childish gaze when, in the days of long ago, we visited the South Kensington Museum with our nursery governess. We all know this year exactly which colored pyjamas are most becoming to Reggie and Bertie, and we have all had considerable experience in bedside conversation, writes Mr. M. Seton-Kerr in the Daily Empress.

The war-time sick-room has a peculiar atmosphere which is all its own. There are a certain number of wounded heroes who desire visits from all their friends and acquaintances, who clamor for a game of bridge on the counterpane as soon as they can sit up in bed, and who keep their nurses on the run with telephone messages to "Joy Flapperton" and others of her set.

Mixed Sweets

A certain frivolous young gentleman was severely wounded in the head not long ago. The removal of the shrapnel entailed a serious operation, and the surgeon had grave doubts whether the patient's brain would not be permanently affected. The nurses expected that his first words would be meaningless. He seemed very anxious to say something as soon as he recovered consciousness and the nurse feared delirium. However, his utterance was as follows:—For goodness' sake don't mix my visitors. Relations and friends——don't get on." It was subsequently discovered that the patient had a number of serious relatives—of whom he had "expectations," as well as a large acquaintance with the "stage," and he had been in a fever of apprehension lest Uncle Godfrey or Aunt Emily should encounter Flossie Footlights in the front hall of the nursing home or on the threshold of his chamber.

The trials of the frivolous or slightly dissipated young man, who finds that his respectable relations (who used to cut him) now cluster round his sick bed and bore him with good advice, sympathy, and affection, are almost farcical, as, being in bed, the victim cannot escape. In fact, the reluctant prodigal being received into the bosom of his family is a comical figure, and one which may be contrasted with the man who dislikes frivolous lady visitors and is obliged to endure them.

A quiet young man with a badly shattered leg said not long ago, with a pathetic smile, "I am never alone for a moment. All the girls I ever danced with come to see me, and it is so kind that I cannot always refuse them admittance, though I 'have the masseur' here as many hours of the day as possibly. I really think I shall have to invent a jealous fiancee, or, better still, a wife, and then I should be allowed to read in peace, and my room would not perpetually echo to the sound of senseless babble and always be scented with the perfumes of Bond Street!"

I sympathized with the speaker, and suggested that he should advertise in one of the "great dailies" for a wife to be present, and yet absent, some one who would act as a kind of moral barbed-wire entanglement, and yet would never appear in person; but my plan was rejected, as the sufferer feared that the entanglement might prove to be permanent.

The 'Crusty Major'

Advertisements are a great boon in wartime. The "Personal" column is a pleasing distraction over our breakfast, whether in hospital or out of it. It serves as a medium for jokes as well as for romance—though sometimes the romance may be doubtful, and the jokes are inclined to be of a dangerous character, as in the case of the "Crusty Major."

The "Crusty Major" was one of those men who dislike visitors. He had lived many years in the East, and when he came to London wounded he had no importunate friends who sought to cheer his hours of sickness. He was (unfortunately, perhaps) sent to a nursing home full of what are known as "cheery" young officers, who decided that a little feminine society would soften the major's temper and make him less sensitive to noise and music. An advertisement to the effect that a lonely major was incarcerated in such and such a nursing home and would welcome visitors was consequently inserted in a daily newspaper.

Now the "Crusty Major" was the only man of that rank in this particular hospital, and when a couple of dashing young ladies asked for the major they were admitted. The fair flappers were quickly followed by two elderly dames, who also gained access to the victim's apartment. These were but the precursors of a mighty flood of callers, and the major's temper, instead of benefiting by the treatment, went from bad to worse, while his dislike and suspicion of the other patients in the home could not be stifled!

Hospitals and nursing homes have their queer stories, their jokes, and their absurdities in war-time, and there are moments when their inmates suffer from extraneous troubles quite other than any caused by their wounds.

"I'll take that three-dollar box!"

A man will come into our Store and say, "Give me a $1.50—box," or "Give me a $3.00—box," for he knows the price and he knows that "Sullivan's" is a Standard for Candy

$1.50 Per Pound

STANDARD FOR QUALITY STANDARD FOR PRICE ALWAYS THE SAME

Made Fresh Each Day On The Spot Where They're Sold

Sullivan's Fine Candies

11, Nanking Road

Whiteaway, Laidlaw & Co., Ltd.

THE GREATEST DISPLAY OF BEDSTEADS EVER SEEN IN SHANGHAI

COMPARE OUR PRICES WITH OTHERS!

We are now offering you new, high-class Bedsteads at prices, lower than before The War!!

THIS OPPORTUNITY MAY NEVER OCCUR AGAIN!

NEW AND ARTISTIC BEDSTEAD

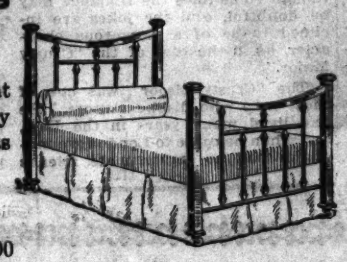
IN WHITE ENAMEL

2 inch Continuous Pillars.
Splendid Value.
Size 6½ by 4½ feet.

Lowest Competitive Price $37.50
OUR PRICE $35.00

HANDSOME FOUR POST BEDSTEAD

AMERICAN BRASS BEDSTEAD

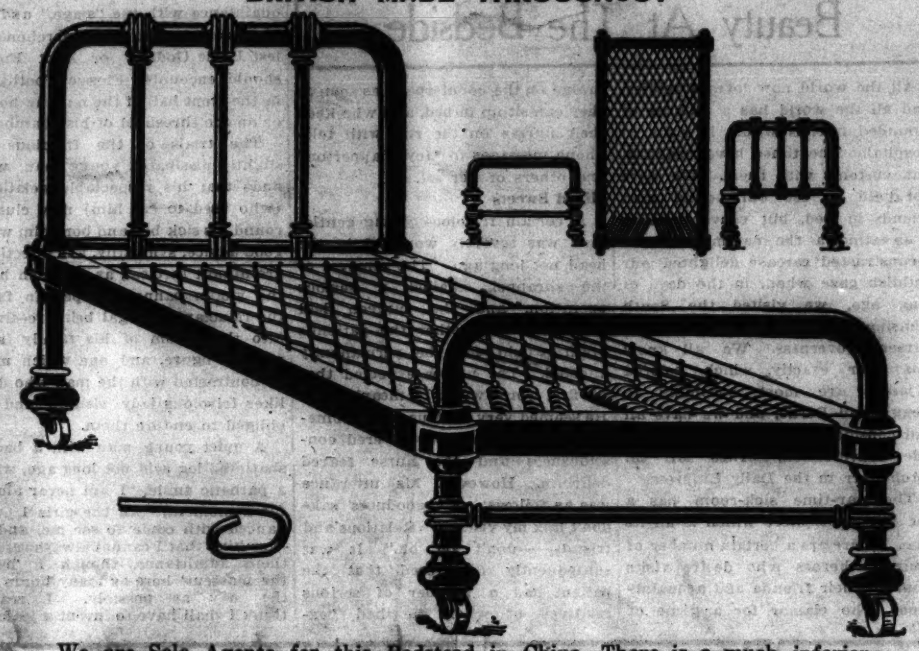


Similar to illustration but with high Posts. Exceedingly handsome design, Square Posts
Size 6½ by 5 feet.

Lowest Competitive Price $200.00
OUR PRICE $175.00

THE FAMOUS "DIAGNA" BEDSTEAD

BRITISH MADE THROUGHOUT

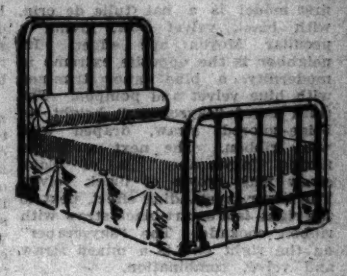


We are Sole Agents for this Bedstead in China. There is a much inferior Bed on the market being sold at a far higher price. We guarantee this to be the best 3 part Bedstead of its kind in Shanghai, and note the price
Sizes 6½ by 3 feet.

Lowest Competitive Price $17.50
OUR PRICE THIS WEEK $12.50

HANDSOME BRASS BEDSTEAD

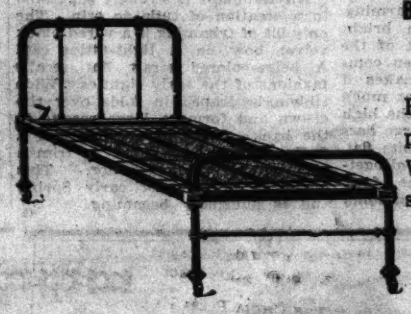
PLAIN MASSIVE DESIGN



2 inch Continuous Pillars; a Bedstead of distinction.
Size 6½ by 5 feet.

OUR PRICE $85.00

THE "STAR" BEDSTEAD



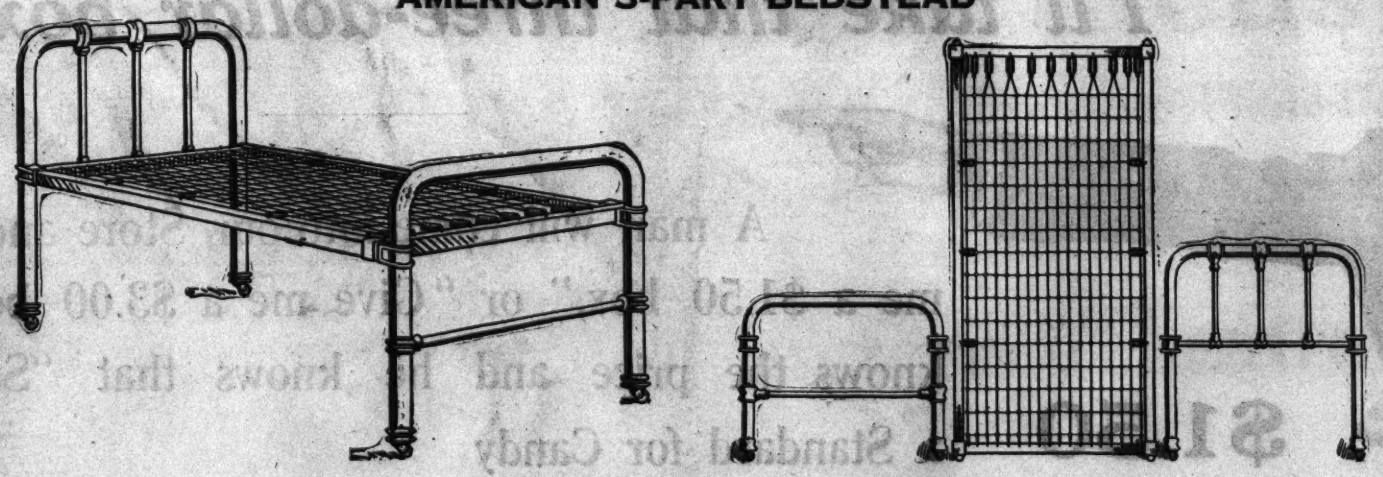
BLACK ENAMELLED IRON BEDSTEAD

Fitted with the new patent "STAR" support. Wire Mattress. This Bedstead is one of our Best Selling Lines.

OUR PRICE $17.50

Pure Hygienic Bedding made on our own premises, under strict foreign supervision

AMERICAN 3-PART BEDSTEAD



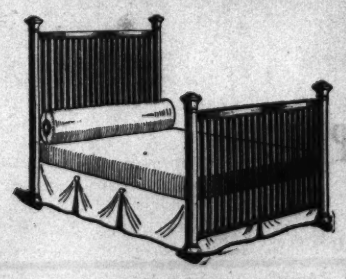
"THE FABRIC SELLS THE BED"

No stretch here to Cause Sag. All Links securely fastened. Cannot come apart. Absolutely noiseless.
And Note the Price. Size 6½ x 3 feet.

Lowest Competitive Price..... $15.00
OUR PRICE THIS WEEK..... $12.50

Woven Wire Spring Mattresses at LOWEST Competitive Prices

FINE BRASS BEDSTEAD



ANOTHER SUPERIOR BED

2" Pillars, best finish throughout
Size 6½ by 5 ft.

OUR PRICE $90.00

PRELIMINARY NOTICE!

During the Week we are opening out a large consignment of
Baby Carriages; new styles!
Old prices!!

THE "WINDSOR" COT

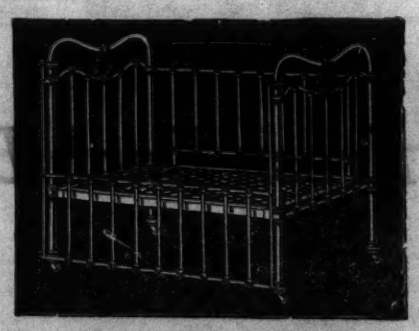
Black Enamelled Frame Brass Toprails, Drop Sider. Fitted woven, wire Mattress.
Size 4½ by 2½ ft.

OUR PRICE $32.50

THE "PRINCESS" FOUR-POST COT

White Enamelled Frame, Brass Top Rails, Drop Sides.
Size 4½ by 2½ ft.
At Shanghai's Lowest Price

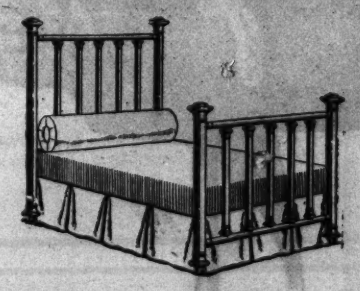
THE "IMPERIAL" COT



Artistic Design White Enamelled Frame, Fitted with Curtain Rod and wire Mattress, Size 4½ by 2½ ft.

OUR PRICE $37.50

A REALLY HANDSOME BRASS BED



SPLENDIDLY FINISHED

2" Pillars, with Square top rails as illustration. One of our very best lines
Size 6½ by 5 ft.

OUR PRICE $120.00

THIS PAGE

Is too small to enumerate all the Bedsteads we are showing this Week. There are Bedsteads to suit everybody

Whiteaway, Laidlaw & Co., Ltd.

AUTOMOBILE SECTION

THE CHINA PRESS, Sunday, April 9, 1916

For easy starting

use

SHELL

Best and goes furthest

Obtainable everywhere

from

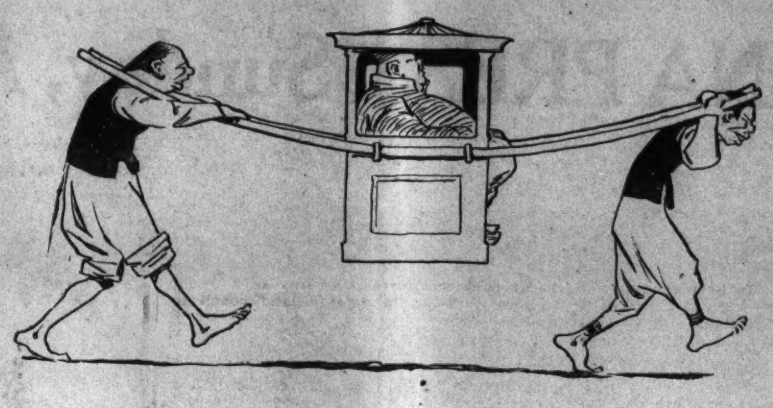
The Asiatic Petroleum Co. (North China), Ltd.

Head Office

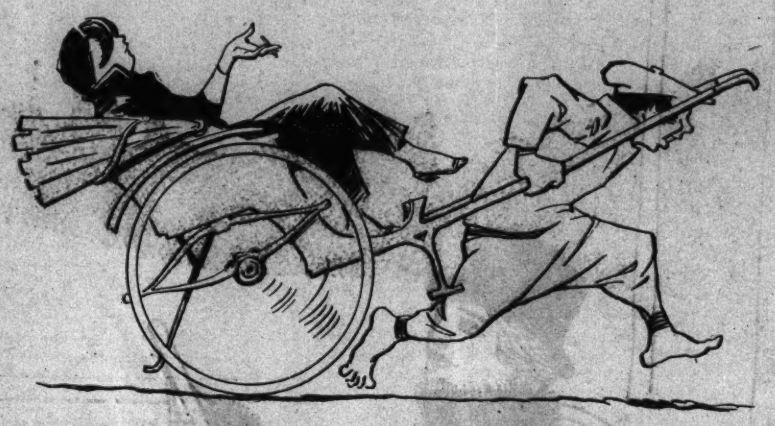
1, The Bund, Shanghai

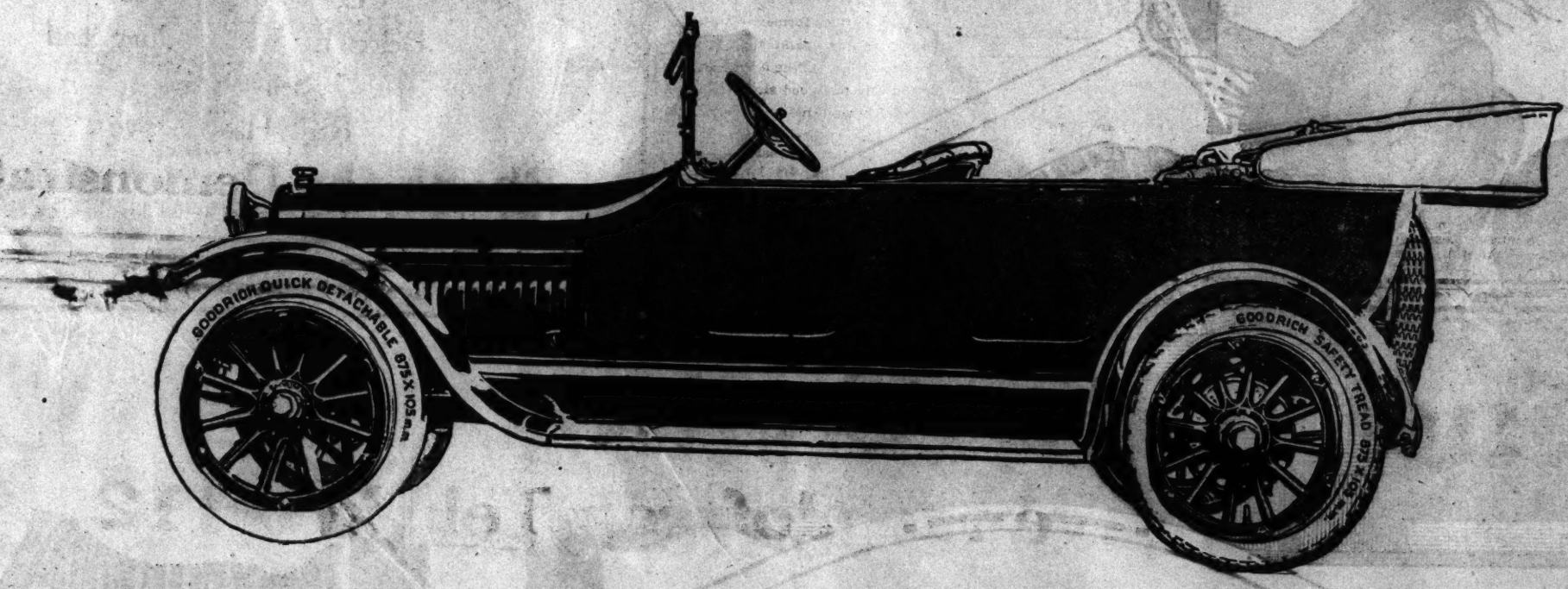
The Evolution of the Motor-Car

Studebaker
The Car Of Constant Service



Studebaker
Ask Any Shanghai Owner





Studebaker

There are more
STUDEBAKERS
than any other make of Car in Shanghai

Eventually—Why Not NOW?

H. S. HONIGSBERG & CO.

Telephones 2564 2686

What the Automobile Means to The Human Race--And to You the Individual

The problem of the human race from the very beginning has been the conquest of gravitation.

To get over the ground rapidly was to escape death.

You know how the heavy power of the earth draws us down, all things falling toward it, and all things being moved along its surface with difficulty, because of that power of gravitation which Newton defined.

Running on foot, riding on wild animals that he tamed, swimming through the water, paddling his canoe, driving his ox-cart, spreading his sail to catch the wind, using his trained hawks to bring down game birds, using the speed of dogs to catch deer, the speed of the cheetah leopard to catch antelopes, using the pelican to fish, in every conceivable way man has used and exhausted his ingenuity, always struggling for speed, striving to overcome gravity and its power.

For hundreds of thousands of years the human race lived, depending on its own physical force or on the physical force of animals.

Then came the first gigantic step, the invention and utilization of the steam engine.

Ships were moved by steam, loads were moved by steam, the locomotive eventually was developed to draw a thousand passengers at the rate of fifty or sixty miles an hour and faster.

Then came the use of electric power, replacing the horses and the cables for street cars—humanity thought that it had accomplished the great and final wonder.

As a matter of fact, there remained two great final steps in man's conquest of gravitation—his solution of the problem of speed and of free movement.

Those two steps were first, the automobile, and, second, the flying machine.

The second great step, the flying machine, is on the way. It will be perfected and fully developed in America, as the automobile has been.

The steam engine was wonderful, but the automobile is more wonderful.

Steam engine, locomotive, rails of steel, were a gigantic help, but the help was limited.

You could go where the railroad went, and you could go when the train left.

With the marvelous automobile you go where you please and your will is your time table.

No man can measure what it means to crowded, overworked, hurried men to have motion always at their command at their front door.

The doctor, the business man, the butcher, the plumber, the judge, the farmer especially, every member of the human race, rich and poor, can actually find in the automobile, his vehicle at his price.

The automobile was not destined to be the toy of the rich man, the plaything of a few, but the servant of the people.

Foolish envy occasionally scattered broken glass on the roads, as the same foolish envy had formerly scattered tacks in the path of bicycles.

If you buy an automobile and pay thousands, you can get full value for every dollar you invest.

You may buy for a very small sum an automobile that with care will carry you fifty thousand or one hundred thousand miles at nominal upkeep, an automobile that for a family of four is cheaper than the street car.

Above all, try to persuade yourself that you can afford to buy a machine.

If you are rich enough, buy an expensive machine. It is the duty of the prosperous man to encourage those that are working at the production of the highest and most beautiful product.

If you cannot buy the expensive machine, remember that you can get a machine that has every quality that the sensible citizen wants for a sum within the reach of any man of moderate means.

It is the duty of the man of moderate means to have a machine that will give to him and his family and friends the whole beautiful country as a private park, the sea shore or the mountains.

A man would not hesitate to spend a few hundred dollars if spending that money would give wings to every member of his family.

Do not fail to realize that the purchase of an automobile, a machine very moderate in price and upkeep, actually does give wings to your whole family.

You start and you fly where you like.

The imaginations of your children are developed. Your own mind becomes broader; you give happiness to many.

The cost of your investment will come back to you many times over in greater mental power and physical efficiency.

The rich man, as we have said, should have his expensive car, should also have his highly efficient and inexpensive car.

In the days of the horse the man of wealth had his brougham, his victoria, his landau and his four-in-hand coach.

He also had his buggy, the light, quick, sensible American vehicle.

A dozen manufacturers are producing today admirably and efficiently, at cost marvellously low, the real American gasoline buggy.

There should be such an automobile in every rich man's stable in addition to his expensive machine or machines.

He should allow his servants to use it; he should make it useful among his poor neighbors. It should do the running back and forth, the shopping and the constant station work of the rich man's country house.

To keep sending a huge car back and forth is as silly as it would have been in the days of the horse to send the four-in-hand coach to the station on every conceivable occasion.

However, the rich men will look after themselves; it is those less prosperous that need to have impressed upon them the fact that every month that they go without a car of some kind is a month wasted, a month of defective life.

The automobile of today is not expensive. The keeping of an automobile is not expensive if you will look about you and find a cheap garage in the city, or, better still, move to the country and have your own little garage and be your own chauffeur if you cannot afford to hire one.

You know how in the ancient days, millions of years ago, certain of the inferior creatures creeping about on the land developed wings. There came the pterodactyl, with its wings and hooks like fingers. Gradually came the birds of beautiful plumage and swift flight.

You can imagine how the poor turtles, the snakes, the walruses, that never got any wings, must have looked with envy at their flying brothers and sisters.

You would have a poor opinion of one of those old turtles if he had had a chance to get a pair of wings for himself and his entire family at a low price, and had neglected the opportunity.

Is not that so?

Very well, the human being today who neglects to get for himself and his family the pair of wings that a low-priced automobile supplies is in the class with the sort of turtle that would have declined the wings, preferring to crawl along and creep along in the old-fashioned way. Don't be that turtle.

Remember that very often the man who thinks he cannot afford a car is really the man who can't afford not to get a car.

How Many Cylinders?

Multi-Cylinder motors are not by any means confined to boats of large size or excessive power. Rather they are often found in craft whose owners appreciate and can afford a quiet, sweet running power plant in a boat of any size. Many a yacht's launch is driven by a compact high-speed four or even six, while other similar boats may be powered with single or double-cylinder motors and give excellent service, minus, however, the former's flexibility, quiet running qualities and absence of vibration. On the other hand, we frequently find good-sized tow-boats, freighters and heavy cruisers propelled by two-cylinder motors of liberal cylinder dimensions.

Naturally, in very large cylinder installations engine builders add cylinders to their motors rather than unduly increase the bore and stroke with the added unit increase in width and height of the machine; hence, most motor-driven vessels of considerable size carry motors of six or sometimes eight cylinders. There is, however, no hard and fast rule that can be given for this increase in the number of cylinders in the higher powered engines. To arrive at a ratio which can be made available for comparison we must take motor craft in the mass and by classifying them by length and type we can place against each class the number of cylinders used in a majority of existing craft of that description.

Of course, extreme examples cannot be considered under these headings. We know that the majority of boats of all classes under 25 feet are equipped with motors of one cylinder. From 25 to 35 feet two-cylinder motors would probably predominate, while above that length we find fours in large numbers, sixes in lesser numbers and some machines of eight cylinders. In purely racing craft of any size as built today six and eight cylinder motors with an occasional twelve are practically alone in the field, since the maximum of power for their weight is obtained in these highly developed machines. Some twin and triple screw installations are found in the extremely high-powered racing craft.

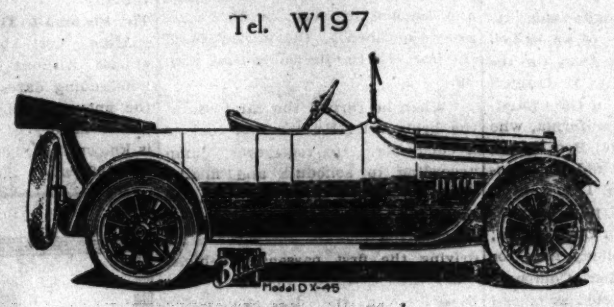
The First Boat To Make a Mile-a-Minute

Disturber IV, owned and driven by Commodore James A. Pugh, of Chicago, averaged 60.77 miles per hour in six one-half mile dashes at Chicago, on September 12 last. Furthermore, in the second heat of the Wrigley Trophy race this same boat covered the 30-mile course in 33 minutes, 8 1-5 seconds, which is at the rate of 54.326 miles per hour. Both of these performances of Disturber IV are world's records. She is the first boat to make a mile-a-minute.

Star Garage Co.

125, BUBBLING WELL ROAD

Tel. W197



IN STOCK, FOR IMMEDIATE DELIVERY

1916 MODEL BUICKS

Lightweight—Economical—6 Cylinder,
High Efficiency, Valve in Head,
Long-Stroke Motor
Delco Electric Lighting and
Self-Starting
Right-Hand Drive

Phone for Demonstration

The Auto Castle

228, Avenue Joffre: Tel. W. 412

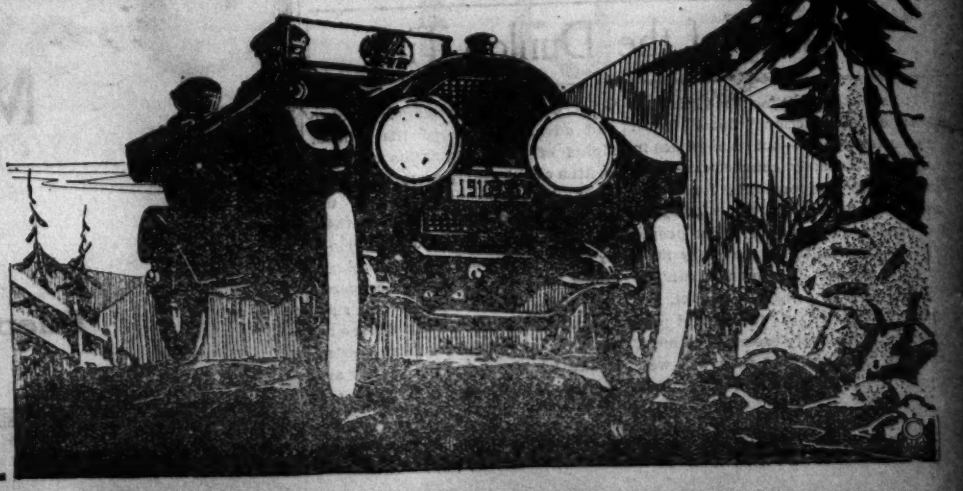
We have a large staff of expert mechanics, under European supervision, and are prepared to undertake any kind of repairs. Prompt attention and reasonable charges.

We have for sale a large number of new and second-hand

Motor-Cars

at very low prices. Our list includes the most famous makes of French, British and other cars, and comprises Touring-Cars, Landaulettes, Limousines, and Two-Seaters, of two and four cylinders.

We stock all kinds of Tires and Accessories. Our prices are most reasonable.



Chandler Car Runs From Mexico To Canada Without Stopping Wheels

Remarkable Run Of 2,050 Hard Miles With Motor And Car In Constant Motion

Word from America brings news of the most extraordinary non-stop motor car run on record. A Chandler Light Six was the performer.

In a drive from Tia Juana, Mexico, to Vancouver, B. C., not merely the motor, but the car itself was kept running continuously. On the sworn word of the two official observers and the three other members of the crew, the wheels of the car never once—not even for the flash of a second—stopped moving.

The distance was 2,050 miles; the time consumed, five and one-half days.

The party which made this remarkable run, no less of an endurance test for the men than for the car, was composed of C. H. Hunter, Los Angeles, manager of the Chandler Motor Car Co. of California, who drove most of the time; Ben Knopf, relief driver; Al Waddell, automobile editor of the Los Angeles Times, Joseph Waddell, photographer for the Universal Film Corporation; and Jack Griffin, publicity man for the California Chandler Company. The Messrs. Waddell acted as official observers.

No other man or group of men ever set out on a test which offered such seeming certainty of defeat. Even a puncture would have defeated their purpose. But no puncture came. The car ran into Vancouver with Mexican air in all four tires.

And Mexican water in its radiator—let's not forget that. No water was added during the entire trip.

Gasoline and oil were supplied with the car moving slowly.

What little sleep the men had was snatched in short naps in the car. They ate in the car.

The party left Tia Juana, Mexico, just over the line from California, at 9 o'clock Sunday morning, September 26, and arrived, victorious, in Vanvouver at 3 o'clock, Friday afternoon, October 1.

Newspapers on the coast devoted full-page headlines and column upon column to relating the story of the run.

No other event in western motordom has ever aroused such interest.

The Portland Oregonian in its issue of Sunday, October 3, says, in part:

"Carried by a stock Chandler Six of the 1916 model, the party arrived at the offices of the Dulmage-Manley Company, Portland, dealers in the Chandler, shortly after nine o'clock, Thursday morning. At that time every man of the party swore on oath that the wheels of the big Chandler had been kept rolling since the departure from Mexico early Sunday morning, and that the engine had been working continuously during the 1,506 miles of travel.

"But how were they going to get across the Columbia river into Washington? If they took a ferry they would be compelled to stop the movement of the car. There is even a strict government regulation that no engine can be kept running while being transported by ferry.

"This had been anticipated by the Californians, however, before they started, and through the efforts of L. D. Whitehurst, who had charge of all arrangements for the Dulmage-Manley Company, license to use the Vancouver railroad bridge was given by A. J. Davidson, superintendent of the S. P. and S. Railroad Company, which owns a two-thirds interest in the 3,750,000 bridge that connects South S. Johns with Vancouver.

"Thanks to the kindness of Mr. Davidson, who spent many hours preparing for the revolutionary vents, and who walked the entire three miles with the car over the tracks, the feat was accomplished by 2 o'clock Thursday afternoon, and the non-stop Chandler was sent merrily on its way to Canada still with a perfect record that betters all previous performances of true non-stop runs, several times over.

"It was no small trick to get across the Vancouver bridge. The track had to be traveled by the car for exactly three miles, and two and four-tenths miles of the distance embraced bridge, trestle and viaduct. There were serious obstructions in the tracks at 'turn-outs' and 'cross-overs,' handling switches, guard rails, operating levers, block signal and derailing pipe-lines, etc.

"To make the trip without allowing the car to stop even for an instant, Mr. Hunter had to jump these obstructions at a fairly good pace, and he had to stay in the exact groove outlined by the 'surveyors' of the line, else the jig would have been up.

"When he turned the car loose at the bridge Mr. Hunter was cool as a cucumber. He took every jump according to schedule and finally, after an hour's gruelling test, he faced the moving picture man on the Washington side of the river after driving the first passenger vehicle, other than a train, that has ever passed over the big Vancouver bridge."

But the Vancouver bridge was not the only tough nut to crack. The tour was sprinkled with difficulties as any motorist may easily figure out but the crew found a way always to keep the wheels moving.

In the entire 2,000 miles not once did they permit themselves to get in a position where it would have been necessary to reverse; which of course would have meant a "stop," no matter how brief.

"The Oregonian says further:

"All the way up from Mexico two men were busy in the front seat, one at the wheel and the other to meet any emergency that might present itself. One in the tonneau was busy at night with a strong searchlight examining the sign posts and roads a long distance ahead so that no slips would be committed. Another was appointed to blow the loud Klaxon signal at all turns and intersections of any sort. The fifth man was given permission to sleep on the pile of blankets and eatables that were mixed together in the tonneau and back seat.

Car Resembles Kitchen

"The floor of that tonneau was a miniature kitchen, with coffee cans, thermos bottles, crackers, beans and general what-not that had been grabbed on the run while the car was passing through towns. In some places the car was run around in a circle while provisions were gathered.

"During the four nights and days consumed from Mexico to Portland, Hunter, the star pilot, got only about four or five hours' sleep all told. Yet Jack Griffin admitted in Portland that Hunter was the only man in the bunch who hadn't been guilty of a cross word on the whole trip."

Some of the newspapers state that his friends in Los Angeles told Earl V. Armstrong, president of the Chandler Motor Car Co. of California, who sent the car forth, that the attempted run could end only in disaster. They laughed at the idea as a press agent's joke. Mr. Armstrong's enthusiasm over the success of the venture has no bounds.

Think of driving a car over a "road of three nations" without allowing it to stop. Great locomotives are usually driven on 150-mile runs, and a run of 250 miles is generally considered the limit. At the end of the run they are sent to the terminals and given running repairs before going back to work. Locomotives carry a tremendous load, but they have tremendous power and they get somewhat of a rest once in a while. The Chandler carried a full load of five grown men with baggage 2,050 miles without a stop.

History of the Dunlop Tire

It is a trite saying that "fact is stranger than fiction;" but its truth is so often proved—and sometimes in the most unlikely connections—that the quotation is constantly forcing itself into notice. In the history of industries, for instance, most people are inclined to think that very little of the glamor of romance can be found; but, as a matter of fact, the great industries of the world are charged with every essential element of high romance, and they will well repay close examination from this point of view. Stories of heroism and adventure beyond the wildest flights of the imagination could be written about nearly every one of the great industries upon which the people of England depend for their food, their clothing, and comforts—no romancer would dare to embody in his tales the statements concerning them which could be substantiated as facts. Only the seeing eye and patient research are needed to unearth them, hidden as they are in most cases beneath a thin top stratum of materialism. If ever the stories of these industries and manufactures are written on a scale worthy of the theme, what fascinating reading they will make; and by no means the least interesting—and one of the most romantic—of the chapters in the many volumes which would be required would be the one dealing with the history of the pneumatic tire—which is, to all intent and purposes, the story of the rise of the firm of Dunlop.

Today, when the pneumatic tire is so generally used that it attracts no notice in the streets, it is almost impossible to realise that this industry has grown up during the last twenty-seven years. It is difficult, even for those who well remember the period, to recall the time before pneumatic tires came into use. Yet a mere matter of thirty years ago they were unknown; and it is safe to say that even the men who were most closely connected with the inauguration of the industry never in their most sanguine moments dreamed of the dimensions to which it would grow with such amazing rapidity.

The Pneumatic Tire

Here, very briefly stated—and almost without comment—are the outstanding dates in the history of the pneumatic tire.

The history of the industry, as it is known today, dates from the July of 1888, when the principle of the pneumatic tire was given to the world by Mr. J. B. Dunlop. And its subsequent progress has been phenomenal, owing to the fact that Mr. Harvey Du Cros heard of it and became enthusiastic over its possibilities in the future.

With foresight amounting to inspiration, Mr. Du Cros realised the immense value of the Dunlop invention, and he at once devoted his tremendous energies and magnificent organising powers to the overcoming of the apparently insurmountable obstacles by which he was confronted. Difficulties but strengthened his resolve to conquer—and although all this took place only twenty-seven years ago it is almost impossible to realise the nature or the magnitude of these difficulties. The baby industry was pretty nearly strangled by the prejudices which existed against it, without any justification; and only for the indomitable determination and iron will of the man behind it, it certainly would have perished. So would a great and useful discovery have been lost to the world, and a mighty industry, which employs thousands upon thousands of workers, would never have arisen.

The first step towards launching the Dunlop invention upon its adventurous career was taken by Mr. Du Cros in 1889, when a modest company known as the Pneumatic Tire and Booth's Cycle Agency, Limited, was floated. The nominal capital of this daring venture was £25,000, of which £15,010 was subscribed—and it was predicted that failure would be the fate of the enterprise. But the personality of the man at the helm had not been accurately gauged by those who made this prophecy. Herculean efforts were required to save the company, but a Hercules was at the helm of the fragile craft; and so well did he steer that in 1896 the interests of the concern—which had acquired several valuable inventions in the interval, such as the Welch patent detachable tire—were sold for £3,000,000.

Not a bad net result in profit after only seven years—and considering the opposition which had to be overcome—and ever since the progress has been uninterrupted. Such is the monument which Mr. Harvey Du Cros erected by his personal efforts; and the gigantic industry which has grown up upon this very solid foundation is the lasting memorial which will prevent his name from being forgotten by generations of people still unborn. And one of the most remarkable things about the pneumatic tire industry is that it was entirely new. No existing enterprises were crushed in order that it might wax and flourish—there was nothing like it in existence. And so as a man who has provided work for practically countless thousands of people in all parts of the world, by the employment of a new material, Mr. Du Cros deserves to be regarded with genuine admiration—as a very practical and real benefactor—by his fellow-creatures.

A World-Wide Industry

To trace the amazing rapid growth of the enterprise stage by stage from 1889 to the present time would be impossible in less than a fairly bulky volume. So many, so bewildering, are the many ramifications of the industry—extending into all parts of the world—that the mind can scarcely grasp them; and the historian can only marvel at the organising ability of the man who conceived and carried to a triumphant issue the complicated fabric of the great business. For instance, a visit to the vast factories at Birmingham conveys but a faint idea of the magnitude of the enterprise; for although this is center of energy of the whole thing, it is but one of the many places in which the actual manufacture of tyres is carried on. And, in turn, the manufacturing side is but one of the departments—although, undoubtedly, the vital one—of the undertaking; for the rubber plantations owned by the company, and the cotton mills controlled, are alone of sufficient magnitude to rank as important separate industries.

Very briefly, then, to sum up this all too cursory summary of the Dunlop enterprise, it may be said that it is an industry of international importance, with world-wide interests and activities. There is not a place of any size in the world in which the company's depots or agents will not be found; and, wherever they are found the name Dunlop on a tire is an absolute guarantee of quality and of special suitability to the particular country in which it is purchased.

Most popular of all Dunlop Tyres is undoubtedly the Dunlop Grooved. This tread was the forerunner of all the present rubber non-skids.

This cover provides a cut-resisting and very durable tread, which apart from its superiority over the plain tread in the prevention or mitigation of lateral skidding, provides a fore and aft non-skid of very real efficacy, as well as an extra thickness of rubber. On a driving wheel the grooves in the tread grip the road, a fact that is specially noticable when negotiating greasy surfaces and many instances have been known where a plain tyre has declined to grip the road and a grooved has done so. Drivers in competitions confirm this. At the same time, the grooves allow for some longtitudinal displacement of the tread which therefore gives to some extent when the power is transmitted through it, and consequently does not receive such harsh treatment from the road as the plain tread, all of which advantages are obtained without making the tread unduly weak in any one place, as is the case in so many other rubber non-skids. It will be realized that this superior driving grip prevents wastage of horse-power, as well as wear on the tyre.

"It is considered that for wear and all-round work the Dunlop grooved tread cannot be equalled."

The Plain Tyre

"The Dunlop plain tyre represents the highest grade of tyre in its least expensive form, and while it has not the special features of the Dunlop grooved, it is an excellent cover for those who do not experience the necessity for anything more."

Low First Cost—Low Upkeep—Low Running Expenses

and

Highest Efficiency

are some of the reasons why

THE FORD

is the most popular car in the world

For the man who wants the comforts

of motoring at low cost

Nothing Equals the Ford

Sturdy and Reliable—Easy to Understand and Drive

The many satisfied Ford owners in Shanghai bear us out in all our claims

Write, 'phone, or call in person—

we shall be happy to give you the

Ford Road Test

MARKT & Co. (Shanghai), Ltd.

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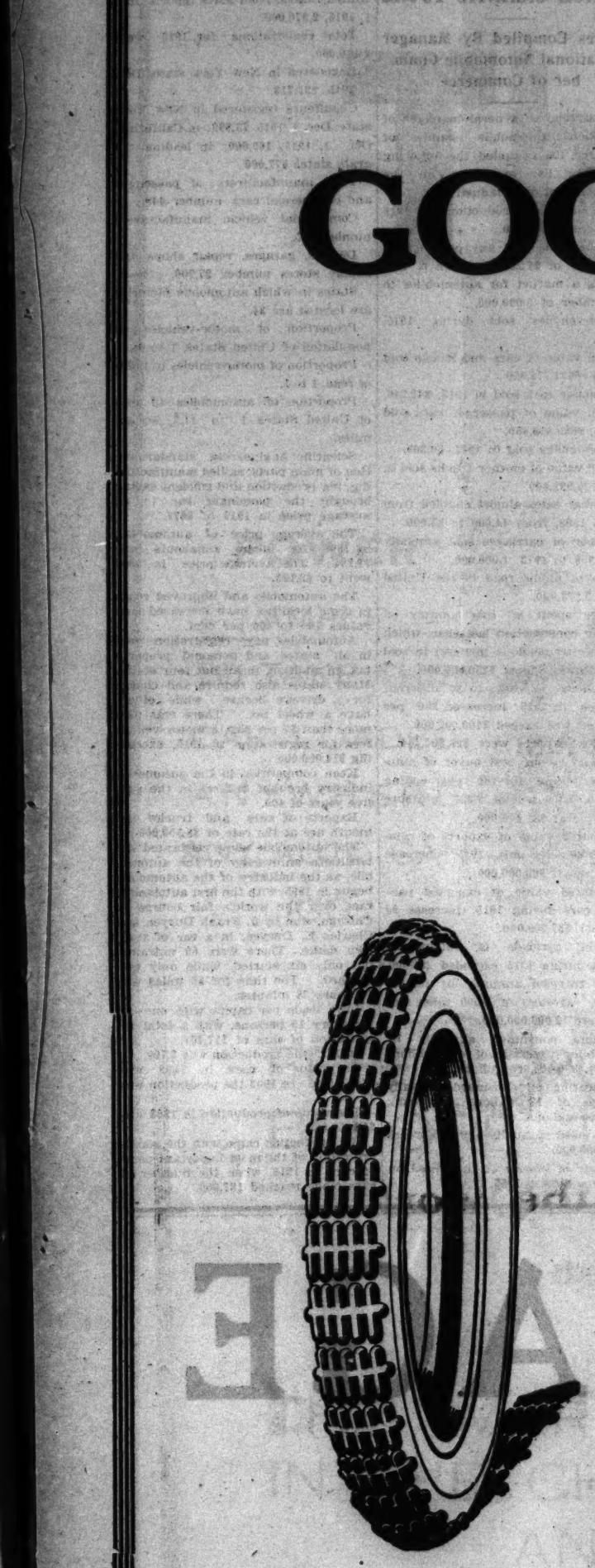
89-91, Rue Montauban

Telephone 4257. Telephone 322.

GOODRICH TYRES

SAFETY TREAD



The GOODRICH Safety Tread with its resilient, road-gripping fingers of superfine rubber, is the surest prevention of the skid yet invented.

These fingers of live rubber penetrate surface grease and grip the road-bed with a certainty that adds immeasurably to the joy of motoring.

Furthermore, the GOODRICH Safety Tread misses most things on the road that puncture and gives you greater mileage than you ever had before.

These are FACTS. Motorists by thousands have proved them—are proving them at this moment—on every kind of road imaginable. Seated at the wheel on a greasy road you yourself will realize how the Safety Tread holds the road.

BEST IN THE LONG RUN

Obtainable at all garages, or from the

DISTRIBUTORS

The Central Garage Co., Ltd.

SHANGHAI and HANKOW

2-A Jinkee Road, Shanghai Telephone No. 3809

WHY OVERLAND CAR IS POPULAR WITH BUYERS

Small, Light Model Means Economy in Tires, Gasoline And Upkeep

The tendency on the part of automobile buyers to favor small, light cars this year is said to be due not so much to the fact that the small car costs less than the big, heavy machine at the start, but that in the long run it is a much more economical investment.

According to John N. Willys, President of the Willys-Overland Company, the small car virtually pays for itself when figured on a mileage basis and compared with the upkeep and maintenance cost of a big car.

"It is an established fact that the life of an automobile is not dependent upon its size or cost," says Mr. Willys. "The modern motor car of today is built to give long service, regardless of whether its initial cost runs into hundreds or thousands of dollars. In other words, the majority of cars average about the same distance in the final count whether they be large or small.

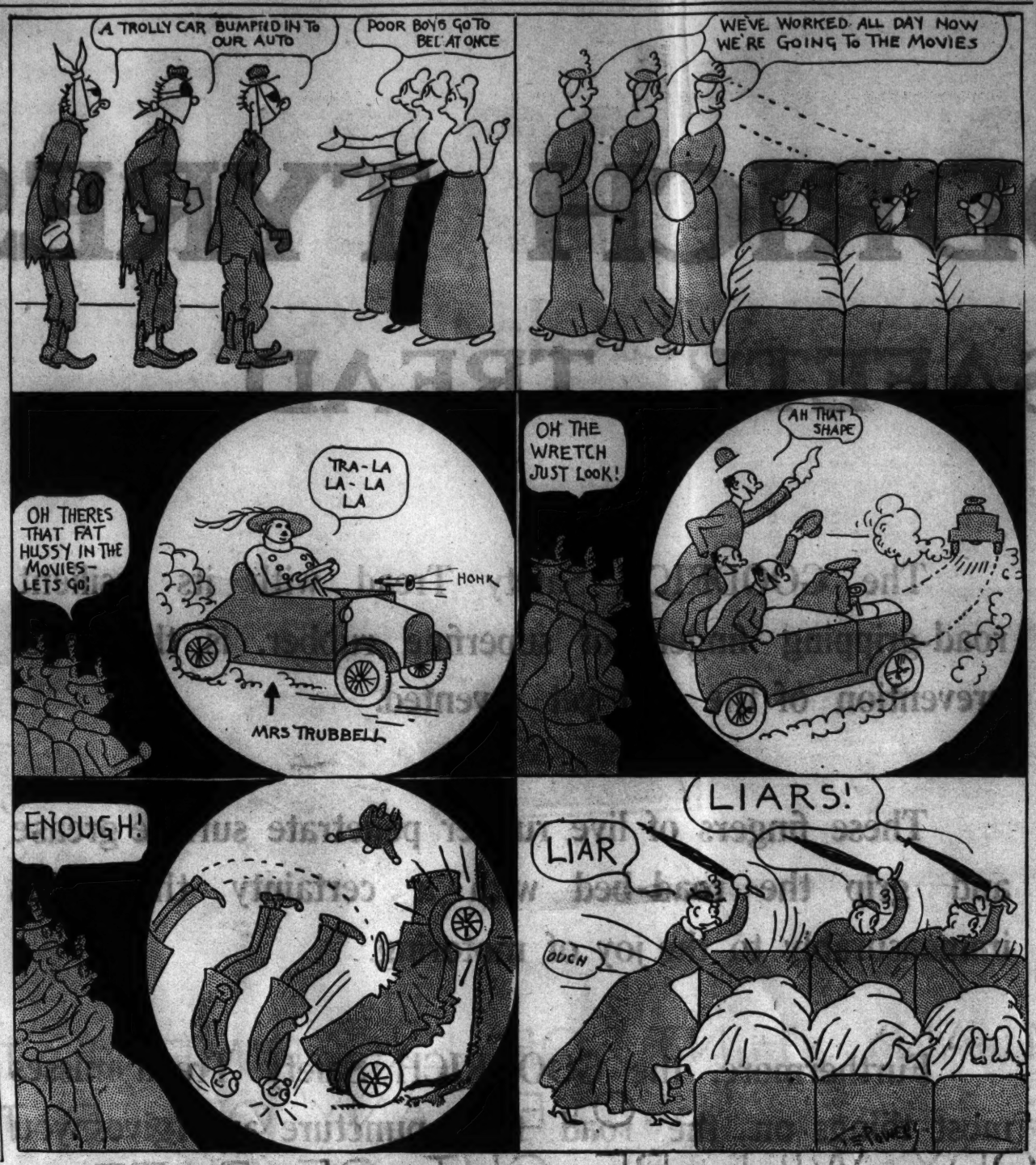
"The big car, owing to its extra weight, requires larger tires than are necessary for a smaller, lighter machine. The actual size of the tires depends on the car itself, but to give a concrete example I will take a 34x4 inch size for the big car and a 31x4 inch for the smaller car. Assuming that under ordinary usage a set of tires will last for approximately 5,000 miles, nine new sets would be required by the owner in 50,000 miles of driving. The difference in cost is not very much—approximately $9 on each set—but it represents a saving of $81 to the owner of the smaller machine.

"The smaller car also is more economical in its consumption of gasoline.

"The average small car will travel about twenty miles on a gallon of gasoline and the larger cars from 10 to 15. Keeping to our original figure of 50,000 miles, this means that the small car will consume 2,500 gallons of gasoline while the big car is using approximately 3,400 gallons. The difference of 900 gallons, even when figured at 22 cents per gallon, amounts to a saving of $198 for the smaller car.

"The trend toward the smaller and more economical car is particularly noticeable at the Overland factory. Its completeness of equipment and fine appearance, combined with low upkeep cost, is attracting many buyers of larger cars who have have never before been considered prospects for a car of this price class."

Mrs. Trubbell — By T. E. Powers


A TROLLY CAR BUMPED IN TO OUR AUTO
POOR BOYS GO TO BED AT ONCE
WE'VE WORKED ALL DAY NOW WE'RE GOING TO THE MOVIES
OH THERES THAT FAT HUSSY IN THE MOVIES- LETS GO!
TRA-LA LA-LA LA
HONK
MRS TRUBBELL
OH THE WRETCH JUST LOOK!
AH THAT SHAPE
ENOUGH!
LIARS!
LIAR
OUCH

U. S. AUTO STATISTICS REACH GIGANTIC TOTAL

Figures Compiled By Manager Of National Automobile Chamber of Commerce

Alfred Reeves, general manager of the national automobile chamber of commerce, has compiled, the following astounding list of figures on the American motorcar industry:

The motorcar production for 1916 will exceed 1,200,000.

On the basis that any person with an income of $1,200 can own a car, there is a market for automobiles to the number of 5,000,000.

Motor-vehicles sold during 1915, 892,618.

Retail value of cars and trucks sold in 1915, $691,778,950.

Passenger cars sold in 1915, 842,240.

Retail value of passerger cars sold in 1915, $565,856,450.

Motor-trucks sold in 1915, 50,369.

Retail value of mother-trucks sold in 1915, $125,922,500.

Motorcar sales almost doubled from 1907 to 1908, from 44,000 to 85,000.

Number of carriages sold annually from 1908 to 1912, 1,000,000.

Miles of public road in the United States, 2,273,000.

Money spent in this country on highway construction last year, which made for tremendous increase in real estate values almost $250,000,000.

Automobile exports to 80 different countries in 1915 increased 250 per cent, and will exceed $100,000,000.

In 1914 exports were $28,507,464.

England is our best buyer of automobiles taking for the year ending June 30, 5,306 trucks, 8,321 pleasure cars value at $21,000,000.

Estimated value of exports of commercial vehicles only, 1915, (increase 90 per cent), $63,000,000.

Estimated value of exported passenger cars during 1915 (increase 90 per cent) $37,000,000.

Freight carloads of automobiles shipped during 1915 exceeded 200,000.

Miles traveled annually by motor-vehicles (average of 5,000 miles per car), were 12,000,000,000.

Gasoline consumed annually by automobiles (average of 400 gallons per car), 980,000,000 gallons.

Lubricating oil consumed annually (average of 12 gallons per car), 28,800,000 gallons.

Tires used annually on motorcars are 12,000,000.

Number of brands of tires used on motorcars almost 1355.

Number of types and sizes of tires, 140.

Motor-vehicles registered in the United States, from state reports July 1, 1915, 2,070,000.

Total registrations for 1915 were 2,400,000.

Registered in New York state, Dec. 1, 1915, 231,713.

Chauffeurs registered in New York state, Dec. 1, 1915, 79,899; in California, Oct. 1, 1915, 169,000; in leading 10 grain states 677,000.

Total manufacturers of passenger and commercial cars number 448.

Commercial vehicle manufacturers number 257.

Dealers, garages, repair shops and supply stores number 27,700.

States in which automobile factories are located are 34.

Proportion of motor-vehicles to population of United States, 1 to 48.

Proportion of motor-vehicles to miles of road, 1 to 1.

Proportion of automobiles to area of United States, 1 to 11.3 square miles.

Scientific engineering, standardization of main parts, skilled manufacturing, big production and efficient selling brought the passenger car to an average price in 1915 of $672.

The average price of automobiles in 1899 for steam runabouts was $1,284. The average price in 1907 went to $2,123.

The automobile and improved roads in some localities have increased land values 100 to 400 per cent.

Automobiles pay registration fees in all states and personal property tax, in addition, in all but four states. Many states also require and charge for a driver's license, while others have a wheel tax. There was paid more than $7 per car in motor-vehicle fees for registration in 1915, exceeding $14,000,000.

Keen competition in the automobile industry brought failures in the past five years of 400.

Exports of cars and trucks per month are at the rate of $8,500,000.

The automobile show celebrated the twentieth anniversay of the automobile, as the industry of the automobile begun in 1895, with the first automobile race over the world's fair course in Chicago, won by J. Frank Duryea and Charles E. Duryea, in a car of their own make. There were 89 entrants, but only six started, while only two finished. The time for 55 miles was 10 hours 28 minutes.

Iowa leads per capita with one car for every 19 persons, with a total registration of cars of 117,407.

In 1899 the production was 3,700.

The value of cars in 1899 was $4,750,000. In 1903 the production was 11,000.

The value of production in 1903 was $12,650,000.

Big production came with the standardization of the most important parts of cars in 1910, when the number of cars made reached 187,000.

MARKT GARAGE

89-91 Rue Montauban

'PHONE 4257

for a Hire Car

$3.00 Per Hour—$1.00 Minimum

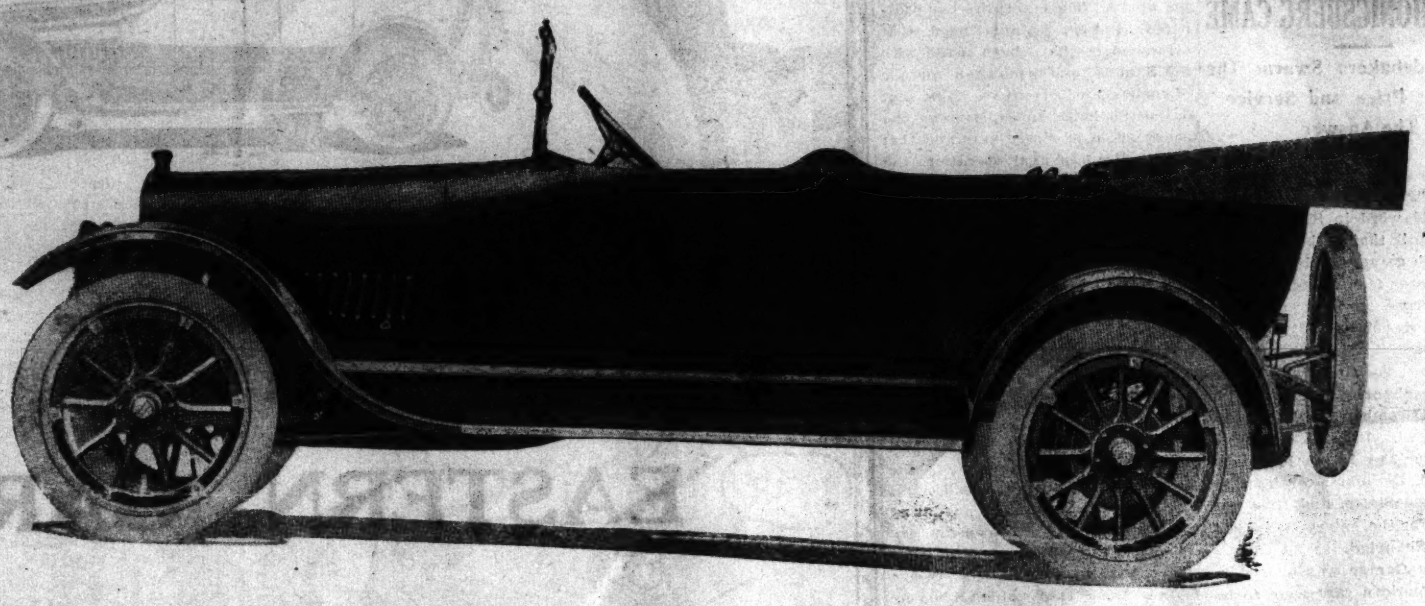
Why hire a carriage, when you can get a car at this rate?

The Chandler

LIGHT-WEIGHT "SIX"

POWER

AMPLE
TO TAKE THIS
CAR LOADED
ANYWHERE
ANY AUTO CAN
GO



SPEED

MORE
THAN 999 OUT
OF EVERY
THOUSAND
OWNERS
WOULD DARE
TO USE

FREE FROM ANY HINT OF EXPERIMENTATION.
BEFORE THE SEASON'S OVER ANY OTHER TYPE
OF BODY WILL BE OUT OF DATE

MOTOR

THE MARVELLOUS CHANDLER MOTOR, BUILT
IN THE CHANDLER FACTORY FOR THREE YEARS
AND FAMOUS THE WORLD OVER

INTERESTING CHANDLER FEATURES

EQUIPMENT---HIGHEST GRADE EQUIPMENT IS A FEATURE OF THE CHANDLER, INCLUDING BOSCH HIGH-TENSION MAGNETO, GRAY AND DAVIS SEPARATE UNIT ELECTRIC STARTING AND LIGHTING SYSTEM, ALUMINUM CRANK CASE, CHANDLER FULL-FLOATING, SILENT SPIRAL BEVEL GEAR REAR AXLE, SILENT CHAIN DRIVE FOR MOTOR SHAFTS, ANNULAR BALL BEARINGS. STEWART-WARNER MAGNETIC SPEED INDICATOR, STEWART VACUUM GASOLINE FEED, RAYFIELD DOUBLE JET CARBURETOR, CANTILEVER REAR SPRINGS, AND ALL THE USUAL INCIDENTAL ITEMS.

BODY FINISH, CHANDLER BLUE DEEP LUSTROUS FINISH

FENDERS, WHEELS, AND MOTOR HOOD BLACK; DEEP CUSHIONED UPHOLSTERY COVERED WITH LONG GRAIN LEATHER, SEMI-GLAZED.

SOLE AGENTS FOR CHINA

THE STAR GARAGE CO.

125, BUBBLING WELL ROAD.

NEW HUDSON SUPER-SIX BREAKS MANY RECORDS

Stock Car Shows Racing Speed In Official Test On Speedway

The new Hudson Super-Six, which is attracting so much attention at the Markt garage, showed its powers of endurance by shattering every American Automobile Association Class B. speedway record from 10 to 100 miles, in addition to making a new one hour record regardless of class, a few weeks ago on the Sheepshead Bay Speedway, N.Y. The Hudson Super-Six that created these records was an absolutely stock 7-passenger car. It was under the observation of F. E. Edwards, representing the American Automobile Association from the time it left the factory in Detroit until it arrived there once more after the test. Mr. Edwards was present when the car was shipped, was in attendance every day at the speedway and also inspected the parts of the car after it was torn down at the factory. It was only after this critical scrutiny that he pronounced the car absolutely stock and approved the new records that it had made.

Here are some of the new high records set by the seven passenger stock model Hudson Super-Six on the Sheepshead Bay Speedway.

100 miles in 1 hr. 20 min. 21.4 sec.
100 mile test average 74.67 mi. per hour.
75 miles in 61 min. 12.5 sec.
50 miles in 40 min. 26.2 sec.
40 miles in 32½ min.
30 miles in 24 min. 34.8 sec.
20 miles in 16 min. 41.2 sec.
10 miles in 8 min. 39.4 sec.
2 miles in 2 min. 33.8 sec.
1 mile in 46.9 sec.
75.689 miles covered in 1 hr. speed test
High average rate per hour, 76.75 miles.
Acceleration tests.
From 5 miles to 30 miles per hr. in 10 sec.
From 5 miles to 50 miles per hr. in 19.4 sec.
From 0 to 50 miles per hr. in 16.2 sec.
From 0 to 60 miles per hr. in 23 sec.

During the speedway tests, which were held in the latter part of November, the new Hudson Super-Six covered about 1,500 miles, of which more than 1,300 were at a speed of 70 miles an hour or better. In addition to his official commendation of the car as a representative of the A.A.A., Mr. Edwards expressed a highly complimentary personal opinion of its performances.

This story of the achievement of the Super-Six seems almost unbelievable, yet it is certified by a representative of the American Automobile Association, and by the technical editor of Motor who were official observers. Many tests of various kinds were made. With two passengers in the car and with windshield and top in place, the Super-Six made a record of 100 miles in 80 minutes 21.4 seconds, or an average speed of 74.67 miles per hour.

On a two-mile lap one complete circuit of the track, its record was 76.75 miles per hour. This was done not once but several times. Many times in succession it made records of a mile in 1 minute 33.4 seconds to 1 minute 33.8 seconds, varying by the fraction of a second. The clock-like regularity was perfectly amazing to all observers.

With five passengers in the car, and with wind-shield and top up. It exceeded 73 miles per hour, and averaged over 70 miles in sixty minutes actual running.

From a standing start, 50 miles speed was obtained in 16 1-5 seconds and from five miles an hour to 50 miles an hour in 19 2-5 seconds. This on high gear.

The Hudson Super-Six develops the highest power per cubic inch displacement of any automobile motor ever built. The fuel consumption at 40 miles is about the same as like sized motors at 20 miles. The motor runs as smoothly at low speeds as it does at high speeds. This means that the life of the motor is increased due to its smoothness or lack of vibration. Therefore, this is not a motor that needs the usual overhauling every season, misuse or accidents, of course, excepted. The object of high speed in the motor is not merely high speed in the car. It can be utilized for speed if the driver wishes, but the fact that the motor is capable of this high speed insures power, flexibility, ease of control, quick acceleration and reserve capacity for difficult roads or hills. It gives the ability to creep at low speed on high gear. The Hudson Super-Six can be driven at a walking pace on high gear. It gives the ability to accelerate quickly, to climb hills on high gear and to avoid changing gears.

250 MILES EVERY DAY

Making a distance equal to half-way around the world in eight weeks is what a new Ford, owned by Nathan Burstein, of Bridgeport, Conn., has done. That the owner is satisfied is amply attested by the following letter:

"My Ford car, which I purchased from your local dealer some eight weeks ago, has covered 13,000 miles in that time. The machine is run from twenty to twenty-four hours daily, and is in better shape now than when I got it. The motor hasn't had a chance to cool off in four weeks. I have used several makes of cars and I find the Ford beats them all for speed, economy and service."

A Subterranean Ford

Accompanied by his City Engineer and members of the Board of Works, Mayor Rolph of San Francisco recently took a triumphant ride in a Ford car through the new Mile Rock Tunnel. It was the first time that a Ford car had ventured beneath the floor of the Pacific Ocean, but the trip was none the less successful for that.

Mile Rock Tunnel, the latest addition to San Francisco's sewer system, is 4,000 feet long, 300 feet under ground, and with inside dimensions nine feet high and eleven feet wide. It is built of reinforced concrete and took a year and a half for completion. It is intended to carry off the excess storm water from a portion of San Francisco.

There was not sufficient room to turn the car around, so it was backed out the entire distance. As soon as the Mayor's inspection trip was finished, workmen went to work to put the finishing touches on the big tube, and to prepare the charge that would remove the rock wall between the spot where the Ford car had lately stood and the Pacific Ocean.

This feat of running under the Pacific gives the Ford car the San Francisco record, at least, for depth as well as altitude. A few years ago a Ford car mounted to the top of the Twin Peaks, an event which occasioned no little comment. The latest adventure shows that the Ford hits the low spots as well as the high ones.

NO AMERICAN CARS HERE WHEN HONIGSBERG CAME

Now Studebakers Swarm The Streets; Price and Service The Answer

Where motor-cars are concerned, the name "Honigsberg" has become a household word in Shanghai. It stands for all that is best in connection with garages and repair services; it means fast, smooth-running luxurious cars, prompt attention, courtesy, and efficient organization.

Mr. Hubert S. Honigsberg, who has become such a well-known figure in Shanghai, opened his garage on December 1, 1910, at 399, Nanking Road. Prior to coming to the East, he had had a long connection with the motor-car industry in the United States, and thus was fully fitted for the enterprise he had in view in Shanghai.

When the Garage was opened in 1910, no American cars were to be seen in the streets of Shanghai, the few automobiles in use being nearly all of French manufacture. Mr. Honigsberg brought out with him the agency for the Studebaker car, and this handsome and comparatively low-priced vehicle rapidly gained the favor of a discriminating public.

It is interesting to remember that when Mr. Honigsberg came to Shanghai there was no hire system in vogue. Quick to see the possibilities of the city, Mr. Honigsberg became the pioneer of the business, and placed at the disposal of the public three or four first-class cars.

The garage, hiring, and repairing business expanded so rapidly under the able administration of the proprietor, that the original premises (the floor area of which barely amounted to a quarter of a mow) soon proved to be too small. A site was procured in a more westerly direction at No. 42, Bubbling Well Road, and handsome and commodious premises were erected thereon.

As time went on, it became necessary still further to enlarge the premises, and the floor space comprised within the present garage covers an area of no less than 2½ mow. Within the near future, so great is the expansion of business, another storey is to be added.

As evidence of the growth of the hire business, and the popularity of the Studebaker car, it may be mentioned that during this month Mr. Honigsberg will place at the disposal of those who may wish to hire cars, no less than ten new 1916 model, 7-passenger Studebakers.

As regards the actual sale of cars, Mr. Honigsberg, by his capable salesmanship, backed by the merits of the well-known automobile for which he is agent, has broken all records. It is only necessary to say that since 1910 over 300 Studebakers have been sold in Shanghai.

Always keeping abreast of the times, Mr. Honigsberg, responding to the requests of many of the customers, added a bodybuilding department to his works. The enterprise has prospered, and it is announced that arrangements have been made with the Studebaker Corporation for one of their skilled operatives to be sent out to Shanghai to superintend the construction of closed cars and that most delicate of final operations the painting of the exteriors.

From time to time, all motor-cars—even a Studebaker—require repairs of one sort or another, and a first-class repair service is one of the main essentials of a successful garage business. The Honigsberg Garage may rightly claim to possess the most up-to-date repair shop in Shanghai, and in order that customers might receive the benefit of the most skilled service possible, Mr. C. C. Goodrich, an expert mechanic in the employ of the Studebaker Corporation, was brought out, by special arrangement, during the winter of 1914. So constant are the demands made upon Mr. Goodrich, that if he possessed twelve pairs of hands, they would all be employed day by day in the service of Shanghai motor-car owners. Since his arrival, Mr. Goodrich has personally trained a corps of Chinese mechanics, but although these men are now competent to carry out practically any kind of repair on their own initiative, Mr. Goodrich keeps them all under his own close personal supervision, as the majority of Shanghai motorists are aware.

The now model, series 17, are a slight improvement over the previous model. In regard to these refinements, Mr. Honigsberg recently received the following from one of the foreign managers:

In conformity with the policy of this Company, we from time to time endeavor to improve our cars. Sometimes these improvements come into effect at one time, and the result is a complete change of model. We have been endeavoring, however, to get away from a radical change of model every year—particularly because it means great changes in machinery and parts stock.

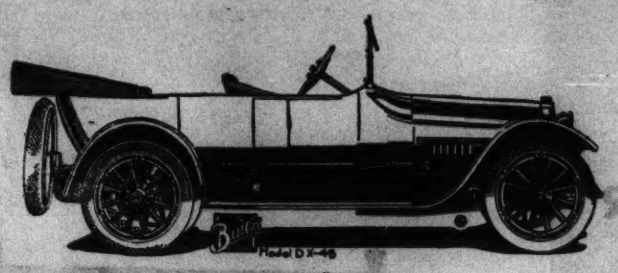
A few improvements have been made at this time and they are now in effect. They are not serious, consisting principally of putting the gasoline tank on the rear of the car and using the Stewart vacuum feed system. The front seats are completely divided so that there is a small space of a couple of inches between them.

There are one or two other changes, such as do occur from time to time throughout the year in any model. An example of this is a new front universal joint arrangement, the universal joint cross being equipped with blind bushings provided with oil filler plugs, and the cavity of the cross provided with two stamped covers, with a storage chamber for grease.

A number of these will shortly be on the streets of Shanghai, a shipments of 40 are on board the Yuentan, Tenyo Maru and Yokohama Maru. Sixteen of these new cars are due this month.

JUST ARRIVED

1916 BUICK CARS



On view at the

EASTERN GARAGE

A129 and A130 Szechuen Road

Phone 1159

FIRESTONE Tyres

Fresh Stock just to hand.

Owing to favorable arrangements we can quote

Special Prices:

	Firestone:	Other makes:
810 x 90 m/m Plain Covers	Tls. 33.--	*Tls. 35-37-39.-*
880 x 120 m/m Plain Covers	Tls. 60.--	*Tls. 65-68-74.-*

Other sizes correspondingly low in price.

Stock of all Sizes.

Most Miles per Tael

The Firestone economy of most miles per tael is a direct result of the Firestone Method of building—from design to final test

Oriental Automobile Co.

Sole Agents for the famous

Hupmobile

23, Medhurst Road *'Phone:* West 1090

Cars For Hire

The Star Garage Co.

125, Bubbling Well Road.

TELEPHONE WEST 197

Operating the largest, finest and most up-to-date Garage in the Orient, offer to the Shanghai Motoring Public unsurpassed facilities for the repair, reconstruction or storage of their cars.

Complete repair, body—building, vulcanizing and paint shops under the direct supervision of experts. Storage space, including a number of private locked stalls, for over 100 cars.

Complete line of accessories in stock.

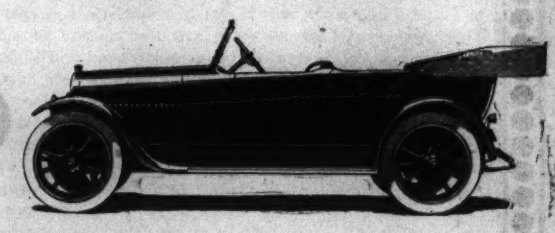
Fine cars for hire, day and night service.

FREE AIR

80% More Power

Marks the Wonderful Supremacy of the

HUDSON Super-Six



Patented by Hudson
December 28, 1915
Patent No. 1165861

Eights and Twelves Defeated by a Six!

Here it is!

The Super-Six—the Hudson Motor Company's New Car. The engineering world and the motoring public expected something from the Hudson, something that would make Old Mother Earth pause and take heed. These expectations will be more than fulfilled. The Super-Six is a giant in power, its lines are marvellously beautiful. It is as perfectly modelled as a Greek athlete; ready to leap into action as quickly as thought itself, and almost as silent as the flight of a bird.

The facts about the Super-Six seem almost like fiction.

Think of increasing motor efficiency 80 per cent at one jump without adding size or cylinders.

Think of a small, light Six-cylinder 3½ x 5—developing 76 horsepower.

Think of the Six, in official tests, breaking all stock-car records.

Think of a simple, light-weight Six outmatching Eights and Twelves.

This extra 80 per cent means more than added reserve power. It comes through ending vibration. All this super-efficiency comes through saving power which former motors wasted within themselves.

So it means vast economy. It means such smoothness as you never have known before. It means matchless flexibility. It means, as shown by official tests, record quick response.

THE HUDSON SUPER-SIX.

Super-Six!

Rightly named!

A motor car FAR ABOVE and BEYOND all other Sixes or ANY OTHER type of motor design.

In every detail, the Super-Six is all that the name implies.

The wildest rumor that you have heard about it is TAME compared with the TRUTH. The Super-Six begins a revolution.

No engineering staff has contributed MORE to the industry than the Hudson. None commands more respect. It has to its credit more than one history-making car. But the Super-Six is its supreme achievement.

Now, for the first time, a premier attraction is found in one car only.

The Super-Six is a Hudson invention controlled by Hudson patents. So no other car will have it. And any like performance is impossible without it.

Eights and Twelves of the finest types have been utterly defeated. Every reason for a double motor, with its extra weight, has vanished. Not a Six of the old type has any chance in comparison.

So this invention gives the palm to Hudson, over all cars in the field. One ride in the Super-Six will convince you of that.

They come equipped with most luxurious bodies. All that we save by this doubled production has gone into extra elegance.

So the Super-Six will stand supreme both in motor and in looks.

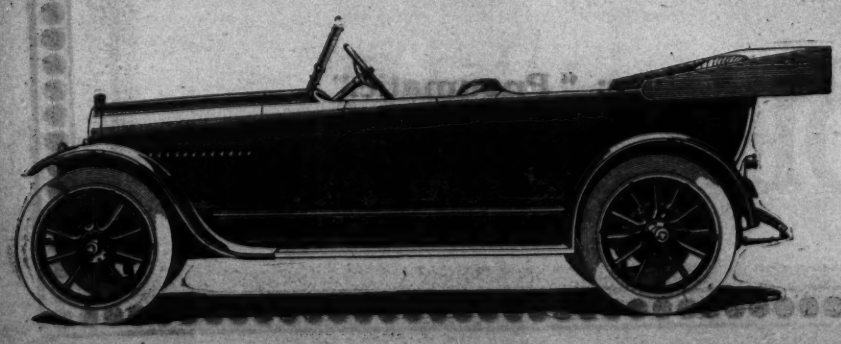
6 Luxury Cars—
Touring, Limousine, Roadster,
Cabriolet, Touring-Sedan,
Town-Car.

New Body—More Room
Finest Grain Leather Upholstery
Finest Quality Finish

First shipment of
Hudson Super-Six
Touring-Cars to arrive shortly.
Get full particulars.

Hudson Super-Six

THE TURNING-POINT IN THE HISTORY OF THE MOTOR-CAR



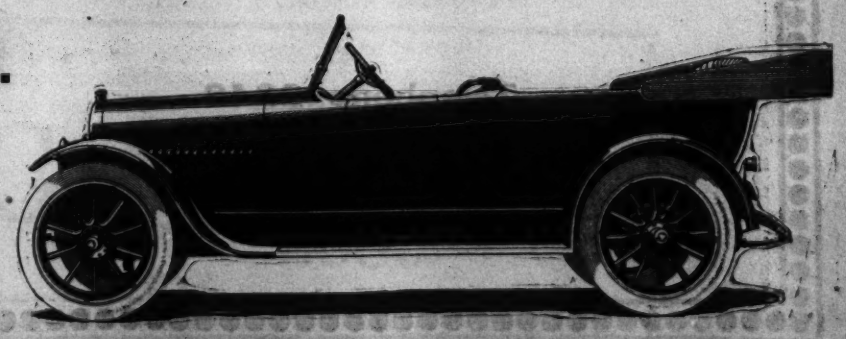
MARKT & Co. (Shanghai), Ltd.

(Inc. in New Jersey, U.S.A.)

89-91, Rue Montauban

Tel. 322

SOLE AGENTS



An Open Letter

Dear Sir:—

In recommending Dunlops, I would recall to your mind these two words, "Dunlop Tyres." Two words indissolubly associated with each other, are they not? You simply cannot see the name "Dunlop" without thinking of Tyres, or think of Tyres without recalling the name "Dunlop."

And little wonder! If it had not been for the Dunlop Tyre, you would, most likely, not be driving in a car to-day. It was the discovery of the Dunlop Tyre that paved the way, as it were, for the motor-car.

While from the point of view of long experience, it is worth while remembering that the Dunlop Tyre was the Pioneer Pneumatic, more to the point is the fact, well-known to the tyre-consuming public, that Dunlop Tyres represent the highest average of tyre quality yet attained. It is not the achievement of a single tyre, but the average behaviour of the whole output, that exercises a lasting influence on reputation.

The aim of the Dunlop Rubber Company has always been to produce the best AVERAGE tyre on the market and their success in doing so is beyond dispute.

On these grounds, and for the rest, you cannot do better than the best and buy, and make a habit of buying Dunlop Tyres.

Yours faithfully,

"DUNLOP"

Dunlop Tyres and Accessories are obtainable from all Garages in Shanghai, and from our Agents in the Outports; also from

DUNLOP RUBBER CO., LTD.

(Founders of the Pneumatic Tyre Industry throughout the World)

20, Kiukiang Road.

Telephone 2248 **Cables: "Pneumatic."**

FAMOUS BUICK CAR INVADES LOCAL MARKET

Eastern Garage Handles The Make; The Buick 'Valve-in-Head' Motor

Another famous American motor car that is certain to get its share of Shanghai patronage has invaded the local market. The Buick's hat is in the ring.

The Eastern Garage is headquarters for Buick service. It has many points of distinction that has made it a favorite in practically every country where the American car is known. Since the engine is the heart of the car, the Buick "Valve-in-head" motor is the thing they talk about most. The lines of the machine follow the European style, the body being swung close to the ground. The electric lighting and starting system is the Delco, the best-known American make. Here is more about the Buick motor:

The buyer should understand that an automobile motor is by far the most important part of a motor car, and that the whole question of the car's worth depends upon its motor. Next in importance the buyer should understand that all automobile motors are *heat* engines. Regardless of their form of construction, or their number of cylinders, all automobile motors are *heat* engines. By that it is meant that *heat* is the force which furnishes the power of the motors. To reach an understanding of automobile motors it is first necessary to get this fundamental fact firmly fixed in mind.

Gasoline is the fuel which supplies the *heat*. In other words, gasoline is the "raw material" for making the *heat*, just as cotton is the raw material for making cloth.

When the gasoline is taken into the carburetor it is mixed with air and vaporized. That is, it is transformed into gas. This gas is then taken into the cylinders, and by means of an electric spark it is burned, or, as we generally say, it is "exploded." Gasoline vapor burns so very quickly that we speak of the transformation as an "explosion." If you could burn a stick of stovewood or a lump of coal as quickly as you can a quantity of gasoline, they, too, would "explode."

This burning, or "exploding" of the gasoline, creates a very high degree of *heat*—about 2500 degrees Fahrenheit to be exact. *Heat*, as everybody knows, expands, and *it is this expansion of heat against the piston which causes the automobile to move.*

A fresh charge of gasoline is taken into the cylinder each alternate downward stroke of the piston, or as we say, the "power" stroke. At the end of the power stroke the 2500 degrees of heat derived from that charge of gasoline is gone. It was used up in the effort necessary to drive the piston downward. Then comes the exhaust stroke, and then another power stroke, with another 2500 degrees of *heat*. This process goes on continually in each cylinder while the automobile is running.

The *heat*, you see, pushes the piston downward, and this movement of the piston is transferred to the crankshaft, and thence to the rear axle, and from there to the rear wheels. So you see it is *heat* that causes the automobile to move. *Heat* is the power that drives an automobile.

So far we have been talking about *all* automobile motors. Now you shall see wherein the Buick Valve-in-Head motor differs from the other types. We could never hope to make you understand just what this difference is unless we first point out to you that the propelling force of all automobile motors, including the Buick, is *heat*.

As a matter of plain common sense it can be understood that it is to the utmost interest of the automobile owner to possess a car which uses the very highest possible percentage of the *heat* derived from gasoline to *push the piston*. All of the *heat* which goes elsewhere than against the piston is waste. The Buick motor conserves, and uses, a higher percentage of this *heat* than any other motor, as you shall see.

When gasoline is exploded in the cylinder of an automobile motor there are just two places it can go; just two avenues of escape for it.

First, it can find an outlet by pushing the piston downward.

Second, it can escape through the cylinder walls into the water that is used to keep the cylinders from getting too hot.

Now it stands to reason that the automobile owner wants the largest possible amount of that heat to go against the piston. That is what he buys gasoline for—to move his car. In all automobiles it is necessary, however, to have water surrounding the cylinders, for otherwise they would get so hot that they would melt.

And right at this point is where Buick superiority begins. In the Buick *more* of the *heat* goes against the piston, and *less* into the water, than in any other motor. This is because of the Buick valve arrangement.

In the Buick motor the valves are in the tops, or heads, of the cylinders, hence the name "Valve-in-Head." This means that the valves are in a spot that is *already* water-jacketed, so that no *additional* water-jacketed space is necessary to accommodate them.

In the "L" head and "T" head motors, on the other hand, the valves are placed in little compartments alongside the upper parts of the cylinders—like an alcove to a room—and these little compartments must be water-cooled, exactly the same as the cylinder proper (see arrows). That means a larger water-jacketed area for each cylinder, and therefore *an increased opportunity for heat to escape.*

The cylinder walls are hollow, and through this hollow portion a current of water passes continually, to take up the *heat* which would otherwise melt the iron of the cylinders. And in all motors *except* the Buick Valve-in-Head there are these little compartments, or "valve pockets," as they are called, also with hollow walls with water flowing through them. They are simply an addition to the cylinder.

Thus, you see, there is less opportunity for *heat* to escape[*Continued on page fourteen*] into water in the Buick Valve-in-Head motor. That means more heat against the piston, which means, in turn, more power for the rear wheels.

You often have heard that the Buick is the most powerful motor. Well, that valve arrangement is the reason for that greater power. The Buick motor will develop from fifteen to twenty per cent more power than similar sized motors of the other types, and the reason for that greater power is simply the fact that in the Buick motor there is fifteen or twenty per cent *less* waste of *heat*.

To waste *heat* by allowing it to escape into the water surrounding unnecessary valve pockets is exactly the same as buying five gallons of gasoline and then pouring one gallon of it into the gutter. You might just as well throw it away in the beginning as to use it to create *heat* to be absorbed by the water that surrounds the valve pockets in these motors of faulty design.

Wanted: Motorists For Uncle Sam's Automobile Reserve Corps

Some of America's corn-belt statesmen may be asleep to the necessity of military preparedness, but the motorists of the country are not. Realizing that in its millions of motor cars the United States has a war asset for the transportation of troops and stores unknown in other countries, patriotic motorists have launched a well-organized move to enlist private machines in a reserve corps that will serve the army in time of war.

Motor Print magazine is taking the lead in this movement. The temporary chairman in Mr. G. T. Bindbeutel, National Committee of Home Defense Motorists, 239 West 39th Street, New York.

The following facts concerning the movement are sent out by the chairman:

This folder solicits the enrollment of every able-bodied American motorist in the movement to establish an Automobile Reserve Corps in this country which shall make the United States Army, small though it may be, the most powerful in the world from the standpoint of mobility.

America possesses an enormous advantage over each of the warring European nations in her two million motor cars, with tens of thousands of trucks and some hundred thousand motorcycles. Yet without organization this mass of potential mobility is little better than none at all. It must be made a dependable military asset.

The organization of the motor car or motor truck company, as worked out by the General Staff of the U.S. Army, is substantially as follows:

1 car (or truck) master, commissioned officer
3 assistant car (or truck) masters, commissioned officers or sergeants, first-class.
28 chauffeurs ..... sergeants
27 motor cars (or trucks)
1 machinist ..... sergeant
1 wrecking car (or truck)
1 helper .....
1 trumpeter .....
1 cook .....
5 motorcycles and riders corporals (for motor car companies)

The Automobile Reserve Corps has the sanction of the Secretary of War; Mr. L. M. Garrison; the Chief of the Division of Militia Affairs, Brig. Gen. A. L. Mills, U.S.A.; the Governors of thirteen States; the Major General Commanding Division, N.G.N.Y.; the Adjutant General of Massachusetts, and many others.

In the training of a motorist in the A.R.C. will be certain military instruction, including pistol practice and drills several times a year; also practice tours during the annual militia summer encampments.

An insigna will be adopted for attachment to every car in the A.R.C., granting right of way during periods of active service.

The Automobile Reserve Corps will have to be created as an adjunct of Organized Militia in each State by-law before enlistments can be entertained. Anyone may develop the nucleus of an Automobile Reserve Corps in his State by enrolling able-bodied motorists and offering their services to the Militia.

The only State now having a law authorizing an Automobile Reserve Corps as an adjunct of the Organized Militia is Maryland.

U. S. Tire Agent Predicts Big Year

Though the year is still young and a fair estimate of the business possibilities of 1916 can hardly be made at this date, still, from all indications, it looks as if the automobile tire line is going to eclipse all records in volume transacted as well as in extent of territory covered. Tom Wilkinson, manager of the San Francisco branch of the United States Rubber Company of California, is preparing to handle the largest business that his company has ever done in this territory, and with this object in view has strengthened his organization in every possible way.

The recent announcement of two new United States tires has had a decided stimulating effect upon the sales of the company, as motorists now feel that they can secure in the United States line every type of tire that their special requirements call for. The new Usco and the Royal Cord, in conjunction with the Nobby, Chain and Plain Treads, will give the company five splendid tire models to satisfactorily meet the automobile equipment demands for 1916.

AUTO CASTLE SHARES LOCAL PROSPERITY

Well-Known Company On The Avenue Joffre Specializes In French and British Cars

The Auto Castle on the Avenue Joffre, has lately changed management, since which time it has had a healthy increase in business. The company makes a specialty of the best brands of French and British motor cars. They have every style ranging from the lightest of two-seaters to the largest and fastest touring models and limousines. In addition to new machines, the firm sells second hand cars that have been carefully overhauled and put into good condition.

In connection with the salesrooms a fully equipped workshop has been installed where all sorts of repairs are made by skilled machinists. The Chinese mechanics are under constant supervision of foreigners with many years experience. A body building department has also been added and the work turned out is of the highest quality. The painting of old bodies is also skillfully handled.

The concern has in stock a large assortment of lamps, pumps, jacks, wheels and other accessories of the latest models, a recent shipment having arrived from England. Spare parts are also carried in stock so that repairs can be made without delays.

Chinese officials and merchants as well as many foreigners have bought their machines at the Auto Castle and have expressed complete satisfaction with the service offered by the company.

Local Conditions Suit Milburn Electric Cars

Run On One-Fifth Fuel Cost Of Gas Motors; Andersen, Meyer And Co., Agents

Shanghai is among the best cities in the world from a stand point of operating electric vehicles, as it has absolutely no hills, and all the main thoroughfares are well paved.

Realizing these features, Andersen, Meyer and Co., have imported the best electric vehicles obtainable to meet local conditions. The largest expense in driving any vehicles is not as is popularly supposed—the initial cost, but the maintenance. This is one of the many great advantages for the electric car; with the cost of gasolene well over a dollar a gallon, and the cost of power around 4-5 cents, the Milburn Electric Car will operate on a power consumption which will cost Tls. 0.1 per mile, whereas the gasoline car will cost over Tls. 0.5. This, in itself, should be enough to convince any one desirous of buying a car that the electric car is the very best proposition, particularly so, as at the present time the price of gasolene has a strong upward tendency.

Another feature is that the car is very simple to drive. This is shown by the fact that children are allowed to drive electric cars in the United States, while they are not allowed to drive gasolene cars. There are no gears to shift, engines to stall, no cranking or complicated self starting apparatus, no gasolene or engine troubles, no liability to accident which is so common by mistaking the accelerator peddle for the clutch or brake peddle. This is a great feature where traffic is so conjested as it is in Shanghai where it is necessary to start and stop at practically every second block.

The motor power of the car simply consists of a set of Edison Storage Batteries, which are considered by all experts as being the best on the market, driving the electric motor through a suitable controller both of which devices are manufactured by the General Electric Company of New York who are considered as the most foremost and largest manufacturers of electrical machinery in the world.

Contrary to the popular idea, the Milburn Electric Car has a good speed, the Coupe running at 18 miles an hour, while the Roadster will run at 24 miles per hour.

There is also absolutely no vibration in the car. It is therefore possible to use the cantilever spring suspension which makes it easiest riding. As there is no gasolene or engine there is no smell and no noise.

The body of the car is substantially built and luxuriously fitted with all the latest improvements. The maintenance has been reduced to a absolute minimum, costing less than cost of maintainence of ignition system of gasoline car only 30 tyres are used, this cuts one of the biggest items of expenses in half. Compared to the gasolene car it is surprising to note how few parts there are to the car which would need replacing at any time. No amount of over-charging or over-discharging will effect the batteries in the least. The active material of each battery is enclosed in an electrically welded case so that they are practically immune from either electrical operating or mechanical injury and will last 10 years or more. This entire combination makes the car more comfortable riding than any car of its weight, and one which will operate in the cost of power of Tls. 0.1 a mile. This means that the saving in power on the car will pay for its entire initial cost in its useful life.

This car has just been introduced to Shanghai, and indications point very strongly of its immense popularity.

Price is not everything

when you want to hire a motor-car!

$5.00 Per Hour

Why not pay $5.00 per hour, and have comfort in a

Seven-Passenger Studebaker ?

$5.00 Per Hour

Honigsberg's Hire Cars Are New And Stylish

'Phone 2564 **HONIGSBERG** 'Phone 2686

Motorists and Intending Motorists

Should read every word that is printed on this page

Cadillac

"The Motor" [London] says—"We have always held the Cadillac in the highest esteem, and admired it as a criterional example of high-grade American Construction.

Watch the many Cadillacs go by in the streets of Shanghai, and you will appreciate how fully this fact is recognized.

It is the car that has unquestionably made good.
It runs so smoothly that you almost forget you are in a car.
Many Cadillac owners will testify that their cars have run day in and day out without any repairs.

Cadillacs are being selected and sought for everywhere
It is the car for emergencies in an age of emergencies

Some of the Purchasers of Cadillacs

The Shanghai Fire Brigade have purchased several.

The Shanghai Municipal Police adopted one for speedy transfer of prisoners.

A Cadillac Limousine has just been ordered for a high official in Peking.

Cadillacs are most satisfactorily serving on the Allies' behalf on many of the battlefields of Europe, as ambulances and in other roles.

It was a Cadillac that carried King Peter of Servia to safety.

Mr. Percy Rockfeller uses a Cadillac, and purchases a new one every year.

The United States Government has a large fleet of Cadillacs in its numerous departments

CADILLAC
LA MOTHE CADILLAC
REG. IN U.S. PAT. OFF.

CADILLAC
LA MOTHE CADILLAC
REG. IN U.S. PAT. OFF.

The Cadillac has been awarded on two occasions

The Dewar Trophy

of the R. A. C. of England

We shall be pleased to show and demonstrate a Cadillac to you without your being under any obligation whatsoever.

Please remember that we not only sell Cadillacs, but we look after them afterwards without charge.

The Central Garage Co., Ltd.

SHANGHAI and HANKOW

2a, Jinkee Road — *Distributing Agents* — *Telephone 3809*

New York Dazzled By Great Automobile Show

Many Marvellous Exhibits Display Progress During The Industry's Best Year

The greatest motor show ever held ended recently at the Grand Central Palace in New York. Makers vied with each other in polishing up their exhibits till the varnish was endangered and in housing them in the most artistic and costly surroundings. The Studebaker company went its rivals one better and had a gold plated chassis on view to dazzle the honest visitors and tempt the otherwise. This show marked the end of the greatest year the motor car industry ever had and the beginning of what is expected to eclipse it

Here are some of the thoughts that came to the star typewriter musician of a New York daily when he wandered through the aisles of pampered and petted motors: Five years ago the motor industry seemed almost at a standstill so far as striking development went. The cars of the better class had reached the point where they would take you where you wanted to go and bring you back. Body design had been refined to a point where comfort of driver and passenger were reasonably well provided for, and the lighting problems seemed in a fair way of solution by the system of exchangable tanks of compressed acetylene then so popular. Makers cast about for small refinements that would distinguish one year's model from the next in the eyes of the average show visitor and prove "taking points."

But it was only a lull. Swiftly came the application of electric auxiliaries to the car. The dangerous starting crank, the cause of so many accidents and so much annoyance, was doomed. Self-starters were heralded, and though many wiseacres shook their heads and talked of the menace of added weight and the complexities of an electrical system that the average owner could never understand, the electric self-starter firmly intrenched itself. They were right in a way, for the average owner does not understands how to repair or adjust his electrical system, but it does not matter, for it seldom calls either for adjustment or repair. With an electrical generating and storage plant at hand, the designer took a further step and installed complete electric lighting equipment and an electric horn.

Improvements in 1916 Models

That advance seemed, and truly was, epoch-making, but the models of 1916 bring us an even more interesting set of problems and their attempted solution. Everyone admitted that a reliable selfstarter would be an admirable thing, but motordom is split wide open over the question of how far the multiplicity of cylinders should be carried, and there is a merry war on between the car builders who bend every effort to reduce the weight of their product and those who declare that the light car propaganda, has been carried too far and that comfort is to be obtained only by the use of a reasonably heavy chassis and body.

Grand Central Palace is the ideal place to study these questions that are so fascinating to the man who is at all well versed in motor lore and so vital to the prospective purchaser who is about to invest from $500 to $5,000 in a motor car. With its comprehensive display of representatives of the best that the manufacturer offers, shown in the clearest possible way by the use of cut-away models and engines that are turned over slowly so that one may watch the sequence of events that make up the four cycles—the alphabet of the motorist—the exhibition is educational and instructive in the highest sense.

To decorate the Palace elaborately would be to gild the lily, and the simple but rich arrrangement of hangings and decoration that has been adopted harmonizes well with the architectural beauties of the building and adds a setting for the exhibits that does not distract the attention from them as has been the case in some of the former shows.

'Motoria' Reigns at Palace

A mythical lady yclept "Motoria" by the dependable press agent, is supposed to preside over the destinies of the exhibition and of the automobile world in general. To make her feel at home the four floors of the exhibition building have been arranged as her palace, by the use of some thousands of yards of maroon velvet, festoned with peacock blue and gold. The twenty great stone columns that rise from the first to the third floor, forming the imposing central court of the Palace, are treated with hangings of deep blue draped from the bays between the tops of the columns and gathered near the base. Great chandeliers with hundreds of lights forming balls of fire are suspended from the ceiling by massive chains.

Neat electric signs designate the various booths and spaces, the name of the car displayed merely being given. These signs are hung high enough so that they may be seen over the heads of the crowd, and it is easier than ever to find the machines in which one has a special interest. Huge directories of the cars that are to be found on the upper floors are mounted on the walls near the elevators, and add to the convenience of the show visitor.

As for the exhibits, there are more than 300 pleasure cars, no commercial vehicle being shown this year. These are distributed among eighty-seven exhibits, seven of which comprise electric machines and the remainder gasoline propelled vehicles. The display of cars occupies the first, second and part of the third floors, while the remainder of the third floor and the fourth floor are given over to the accessories. The exhibitors of parts, accessories and sundries having to do with the automobile industry total 307.

Study of the Cylinders

How many cylinders? This is the burning question of the moment, and the Grand Central Palace show is the first opportunity to compare side by side the machines that lay claim to cylinders than the conventional four or six with the cars whose manufacturers are just as positive that every added cylinder means added complexities and troubles.

The eight has been with us for some time and thousands are in daily use, but the novelty has not yet worn off, and the questions of design are by no means standardized among the manufacturers who are enthusiastic over this type. The meteoric rise of the eight-cylinder machine can only be appreciated when it is realized that the Palace houses no less than eighteen different varieties of this car which a year ago was considered one of the most radical departures from standard design that the automobile world had ever seen.

But beyond even this the result of the search for the most flexible and efficient type of motor for all-around use is seen in the production of four makes of cars with the V-type twelve-cylinder motor. And it must be borne in mind that these are not fly-by-night productions, but that two of them rank with the best-known makes of motor cars in the country.

On the other hand there are those who insist just as strongly that the six, and some even the four, is the ideal motor. Numerically this camp is as yet in the ascendency, but the trend toward the motor with more than six cylinders has been taken up with such enthusiasm by some concerns whose product has always been regarded as ranking with the best, that the new movement is arousing the most lively interest. This controversy adds much zest to the Palace show, for the leading exponents of all types are there with their fighting blood up, ready to defend their own opinions and output, and these opinions have been backed up in every case with carefully sectioned and cut-away engines, most of which are slowly turned over by small electric motors, so that the visitor can see just what the "eight" and the "twelve" means in the way of mechanical change and radical design.

"Of course we have more spark plugs. Of course we have more valves," says the salesman for the new motors to skeptical visitors. "But tell me candidly how much ignition trouble you had with your six last summer and how many valves went back on you?"

And so the war goes merrily on. The men who back the eights and the twelves perforce adopt an attitude of sympathetic condescension toward the rest of motordom, but the others, secure in precedent and numbers, are quite serene. A few makers are straddling the fence and offering the purchaser his option of a four or an eight on the same chassis.

To some extent the great freight congestion on the railroads has made itself felt at the show, but by tomorrow the exhibitors hope to have things all shipshape. Yesterday some few stripped chassis and special models that had been shipped from Western factories weeks ago in anticipation of the show had not arrived, but the railroad have realized the acute situation this brings about for the exhibitors and have done their best to trace and rush the shipments.

This year the controversy between the light car maker and the man who builds a machine of heavier construction is keener than ever, as revealed at the Palace. The advocates of the light car have gone further than ever before in the use of aluminum and aluminum alloys in the production of a machine of minimum weight and have bent every energy to producing a design in which weight is economized. Aluminum pistons, aluminum cylinder and crankcase castings, aluminum bodies, are examples of the development along these lines. These features of design are all carefully shown by means of individual parts and sectioned models, so that the show visitor can realize just what a change they represent.

Special Models Catch the Eye

Of special models at the show there are any number. Of course the principal specially consists in unusual body designs and bright colored machines that look better in an exhibition hall than on the road. The cream and canary tinted machines seem to have the preference this year among the cars with unusual color combinations, though orange, too, is popular, while maroon, vermilion and light brown are not neglected. All the quieter shades are to be found among the regular stock models. Blues and blacks predominate, but there are a considerable number of browns and grays, brown particularly seeming to have achieved a sudden popularity this season.

The limousines, both regular models and special show cars, are what the visitor of the fair sex styles "dreams." In their fine whipcord and silk and satin upholstery, with every convenience thought of for the passenger, they represent the last word in comfort for the winter months. Many makers are showing semi-convertible cars in the way of cabriolets, seating from two to four persons. In the winter the machines have bodies that are completely enclosed, but in warmer weather the tops may be tilted back out of the way, converting the car into what is substantially a roadster.

Great development is shown in the detachable winter top, which is adopted to replace the ordinary one-man top and transform the car into a limousine-like affair for cold weather use. Several of these appeared last year, but they did not have the look of being built to fit the car, as do the newer models. In the 1916 cars of this type the body itself has been modified to accommodate its lines to the detachable top, so that when the top is in place the lines of the two blend well, and in some instances it is hard to determine whether the top is detachable or actually a part of the car as it comes from the factory.

New Type of Roadster

Another line in which considerable refinement and advance is shown is the production of roadster models designed to carry more than two persons. There are various seating arrangements. One of the most common is that is which the driver's seat is placed eight or ten inches nearer the windshield than the rest of the cross seat. The latter is unusually broad and will easily provide room for two persons beside the driver. Then there are many arrangements along the familiar clover-leaf design, in which a seat is placed centrally in the car back of the usual seat line, the front seat being divided in the center to allow access to the rear seat. In some instances this rear seat is big enough for two persons, but often is made only large enough for one, thus giving a total seating capacity of three.

A car of gold is one of the most spectacular attractions. It is a regular stock chassis finished from end to end in pure gold, including all its 3,000 parts. In plating the metal parts of the car more than 350 ounces of 14-karat gold was used. The cost of the machine is estimated at more than $25,000. To keep the visitor from chipping off souvenirs guards are placed around the blue velvet platform upon which the car rests, and from its arrival in New York to its delivery at the Palace the machine was watched by detectives. It is the boast of the maker that the chassis is by far the costliest ever exhibited at any automobile show.

Never has there been a show in which the accessory display was of such interest. Of course there are a few freak devices that add a touch of humor, but these are, in general, conspicuous by their absence, and hundreds of car comforts are on exhibition. A particular feature is the fact that the standard manufacturers of accessories, such as storage batteries, magnetos, ignition systems, lighting and starting devices, which are now a part of the regular equipment of the great majority of makes, have elaborate educational exhibits.

Nowadays if a prospective purchaser says to a car salesman at the show: "Don't you think the magneto is better than the ignition system on your car?" the salesman politely suggests that the purchaser visit such-and-such a booth on the fourth floor, where the innermost workings of his car's ignition system are being shown by the manufacturer, with men from the factory ready to tell the purchaser why their system is superior to all others. This holds good for half a dozen other car accessories, now usually supplied as regular equipment, but manufactured by specialists.

ORIENTAL AUTO CO. A STRIKING SUCCESS

Local Concern Sole Agents In China for the Popular 'Hupps'

The Oriental Automobile Company is now in its sixth business year at Shanghai, and is looking upon a record of success. This firm is incorporated under the laws of the State of Oregon, United States of America. All its officers and directors are American citizens. The company is handling the Hupmobile, for which they are sole agents for all China. This successful car can be found in almost every Treaty Port of China and is especially appreciated by automobilists in Shanghai, where there are now over 100 Hupmobiles on the roads. The 1916 model is now stocked by the Oriental Automobile Company, and a large number of them have been sold already. Amongst the various types of the Hupmobile, we have found especially pleasing the All-Year touring car for five passengers, which, in addition to the ordinary Summer top, is equipped with a very attractive and handsome all-enclosed Winter top, which can be easily removed during the hot Summer months, while in Winter it ensures comfort and warmth to the owner. The All-Year Hupmobile touring car is one of the handsomest cars on the roads of Shanghai, and repeat orders are placed with the local agents by many interested parties.

"Long Life To Every Tyre"

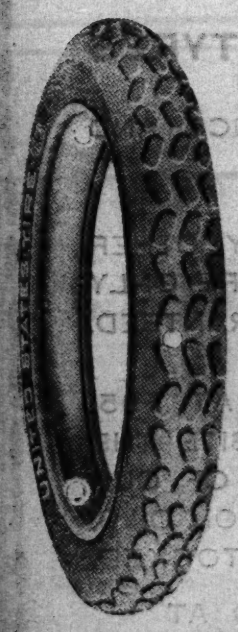
We know that our tyre business hinges on this—"United States Tyres Must Outwear All Others." In order to accomplish this, there isn't a detail of manufacture that we haven't improved up to the limit, nor a single ingredient that isn't the best obtainable.

Take the tyres in detail—they cannot be criticized. At the back of this stands our known integrity as rubber manufactures on an immense scale.

Our unlimited equipment says—"Long Life To Every Tyre."

United States Rubber Co., of California

Local Agents and Distributors **The Robert Dollar Co.,** Union Building, Canton Road



Nobby Tread

Nobby Tread

These big, thick, tough, diagonally-placed knobs will grip any kind of a road surface, even a wet, slimy asphalt pavement, absolutely preventing both side-slips or drive-slips. It is unquestionably the most remarkable tyre placed on the market. It combines two qualities—wearing quality and absolute skidding protection. The extra thickness of the tread enables them to give a very large amount of extra mileage, something which has never before been known in any form of a "non-skid" tyre.

Round Tread

This is too well-known to require comment. Made in the regular wrapped tread construction, also the full moulded type.

Round Tread

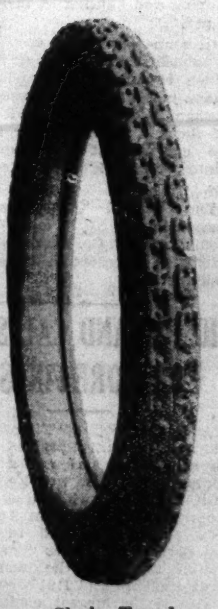
Chain Tread

A new tread which we believe will appeal to every motorist who requires an effective non-skid tire.

The effectiveness of a chain as a "skid stopper" is well known to every motorist. As will be readily seen this new tyre is an adaptation of the chain idea to pneumatic tyre construction.

The peculiar formation of the tread enables it to resist both side skids and drive slips in much the same way that an ordinary tyre chain does.

Moreover, the raised part of the tread is so thick, and presents so large a surface to the wear and tear of the road, that the tread will retain its full effectiveness in preventing skidding through a greater portion of the life of the tyre.



Chain Tread

STUDEBAKER COMPANY'S WONDERFUL EXPANSION

Sales More Than Doubled In 5 Years—Vast Plants Models In Treatment of Workers

The growth of the Studebaker Corporation can only be described as remarkable. Taking the last five years as an example, we see that in 1911 22,555 Automobiles were sold; in 1912, 28,523; in 1913, 35,410; in 1914 (outbreak of war), 35,460; and in 1915, 46,845. During the same period, the value of the next sales increased from $28,487,847 in 1911 to $56,539,006 in 1915.

During 1915, when 46,845 cars were sold, over 90% of deliveries were to regular customers in the United States, the remainder going to regular customers in export markets, excepting about 1,300 cars sold to foreign governments for hospital and other purposes.

Sharp reductions were make in the prices of the cars during the Summer of 1915, and therefore the volume of automobile sales over 1914 was only 17½%, but in number of cars the increase was over 30%. The price reductions were made in conformity with the Corporation's policy of retaining a certain fixed profit and giving the public the benefit of all savings effected by the organization over and above that profit. Although prices were reduced, the quality and size of the cars were actually increased, so that customers now receive better cars for much less money.

The series 16 Studebaker seven-passenger, four-cylinder model (sold at Tls. 2,250 in Shanghai) and the seven-passenger, six-cylinder model (sold at Tls. 2,750 in Shanghai) are the largest and most powerful cars ever offered at such low prices in the history of the automobile industry. Since the announcement of this series, the Corporation has been unable to supply the demand, which throughout the Summer and autumn of last year exceeded the capacity twice over, and during the winter was unprecedented. Extensive additions to the plant, costing about $1,000,000, have been carried out, and it is anticipated that domestic sales will exceed 60,000 during the current ear. Sales so far are double those of last year.

During 1915, the factories were kept busy executing orders received from several foreign governments for transport wagons, ambulances, wheels, harness and saddles. Several of these orders are still in progress.

The personnel of the Corporation has been developed to a high state of efficiency and the number of dealers was largely increased. The operating hours of the works have been reduced to 48 hours per week and the wages of factory employees were equalized by a corresponding increase.

Workmen receive free life insurance policies and derive all benefits of workmen's compensation laws. All executives receive a percentage of the profits, and this profit-sharing plan is a great stimulus in inspiring the best efforts of these men in the common interest.

It is plain that the Corporation is in a strong position, and with its great commercial prestige and prosperity, gives promise of producing even more splendid results in the future.

Mr. F. R. Pendleton, the Far-Eastern factory representative of the Corporation, who is now at the factory, intends shortly to sail for the East.

Willard Company In Education Campaign

The Willard Storage Battery Company of Cleveland is conducing an interesting campaign in many important cities in order to tell car owners of motor cars everywhere that they should take better care of their batteries in winter in order to keep the starting and lighting of their cars up to par.

In connection with the campaign is published an interesting little book which explains in very simple language just what has to be done for a storage battery, whether it is taken off the car and stored, or is left on the car when it is laid up for the winter, or when it is kept in continuous use.

The Willard Company's Service Station in this city is located at H. S. Honigsberg and Co. where any who are interested may obtain copies of the pamphlet.

BIG DEMAND CALLS FOR MORE FIRESTONES

A fresh stock of Firestone Tires has quite recently arrived and are for sale at the Oriental Automobile Company. This well-known tire, with the help of which a great many races have been won in America, is very extensively used in America and abroad, and gives general satisfaction all over the world. The Firestone Tire and Rubber Company is America's largest exclusive tire and rim maker, and is manufacturing tires for the last fourteen years. The wrapped tread construction, the two-cure process, the open steam vulcanizing, are all principles vital to Firestone supremacy—Firestone economy. The local agents are able to quote especially low prices, and a trial is worth the while of local automobilists.

Buick Official Is No Peace Pessimist

Prosperity To Come With War's End says R. H. Collins, General Sales Manager

At the present time there are any number of big business men who are credited with predicting the present wonderful prosperity of our country, and one of the first to make the prediction was R. H. Collins, general sales manager, Buick Motor company.

Early in the year 1914 Collins said, "There will be a greater demand for automobiles in the year 1915 than the world has ever dreamed of.

The prediction came true, and the Buick Motor company has not yet been able to catch up with the demand, and now Collins says, "Inasmuch as the demand for Buick cars is right at home—practically none of them being furnished for war purposes—and the fact that when the war is over, American manufactures will be called upon to work their factories day and night to furnish much of the material required to rebuild that part of Europe which has been devastated, I can readily see that the demand for Buick cars will continue and in an effort to meet the demand this year's production of 66,000 Buick automobiles will be doubled.

AUTO PALACE ONE OF PIONEER MOTOR FIRMS

Besides Making a Specialty Of Painting and Repairs, It Is Agent for Michelin Tyres

One of the first motor firms to be established in Shanghai was the Auto Palace, No. 362, Avenue Joffre in the French Concession. It was started about 11 years ago and is going stronger than ever. The Auto Palace is now managed by Mr. R. T. Ryton a motor engineer with 16 years experience. He came to Shanghai from the Daimler' Motor Co., Coventry, about 3 years ago for the Oriental Auto Co., but left the latter firm after the expiration of his agreement to take up his present appointment with the Auto Palace. All repairs and complete overhauls are carried out under his personal supervision in a well set up repair shop. A Painting and Renovating Dept. has been added and the best paints only are used. The sole agency for the well-known Michelin Tyre is held by this firm and new Stocks arrive monthly from France. A supply depot has been opened at F95, Bubbling Well Road, opposite the Race Course for the convenience of their clients and other motorists in the western district where all supplies including Michelin Tyres can be obtained even at a late hour at night.

CADILLAC CO. EXHIBITS ARMORED MOTOR CAR

Will Show Armored Car And Other Models in Broadway Salesroom

New York, February 20.—Unique in the history of metropolitan motordom is the celebration arranged by the Detroit Cadillac Motor Car Company for Tuesday, Washington's Birthday. It will serve the dual purpose of emphasizing the greatness of George Washington and the achievement of the Cadillac for which reason the company has named it "Recognition Day."

This celebration will take the form of a special exhibition of all the Cadillac models, arranged in an appropriate decorative setting in the large Broadway salesroom of the company. One of the features of the exhibition will be the Cadillac "8" armored car, the first automobile of this type to be built in America and the only one to have been used under actual field conditions. Its body was designed by Col. R. P. Davidson, U.S.A., and it is owned by the North-western Naval and Military Academy. Within the past twelve months alone it has crossed the continent and served thirty days with the citizen soldiers at Plattsburg and a similar period at the Illinois encampment.

Commenting on the purpose of this unique celebration, President Inglis M. Uppercu says the underlying idea is one of recognition of the contributions which Cadillac has made to the American automobile industry. Every one knows that George Washington was "first in war, first in peace and first in the hearts of his countrymen," but how many appreciate that the Cadillac was the first in quantity production of quality cars, first to use electric starting and lighting, and first to employ the high efficiency type of motor.

More Than 22,000 Cadillac 'Eights'

The calendar year ended December 31, 1915, marked the largest in volume of business in the history of the Cadillac Motor Car Company. The manufacture and distribution during that period reached the impressive total of 20,405 of the eight-cylinder cars, aggregating in retail sales value more than forty-five millions of dollars.

Including the eight-cylinder cars shipped prior to January 1, 1915, and since January 1, 1916, the total exceeds 22,500 cars of this pioneer V-type.

When it is recalled that two years ago this type of engine was practically unknown, and that since its inauguration by the Cadillac Company some twenty makers have abandoned other models and adopted the V-type, it is significant of the influence which the Cadillac Company wields upon the motor car industry.

OVER 120 CLAIMS

have been paid in Shanghai under "XS" Motor Car Insurance Policies to the complete satisfaction of the Company's Clients.

Insure where you KNOW you will be satisfied

Prospectus from:—

C. E. SPARKE Insurance Office

44, Kiangse Road. Tel. No. 54

AGENT:

Excess Insurance Co., Ltd.

Whose Assets exceed £720,000.

PREMIER MOTOR CYCLES

A limited number of genuine Coventry-made Premier Motor-Cycles, in the popular 3½ h.p. Model, Single and 3-Speed Armstrong Gears, are still obtainable at our offices.

Prices and particulars will be given on application

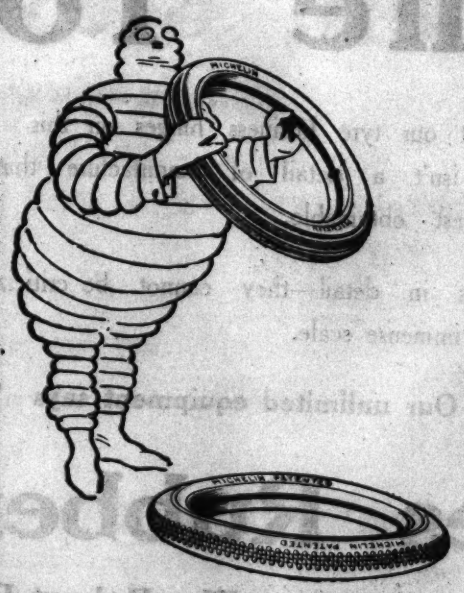
Purchase in good time, so as to possess a machine whose merits are beyond question.

THE DUNLOP RUBBER CO., LTD.

20, Kiukiang Road.

Tel: 2248. Cables: Pneumatic

MICHELIN TYRES



THE AUTO PALACE

362, AV. JOFFRE: TEL. W465

ESTABLISHED 10 YEARS

PRACTICAL MOTOR ENGINEERS

COMPLETE OVERHAULS AND REPAINTING OF CARS UNDER THE CONSTANT SUPERVISION OF AN ENGLISH MOTOR MECHANIC WITH 16 YEARS' EXPERIENCE (5 YEARS WITH DAIMLER MOTOR CAR CO.).

CARS REPAINTED AND REVARNISHED AT LOW PRICES, USING WILKINSON HEYWOOD AND CLARK'S PAINTS EXCLUSIVELY.

ESTIMATES AND ADVICE FREE

SOLE AGENTS FOR THE MICHELIN TYRES

MANUFACTURED AT CLERMONT-FERRAND, FRANCE AND IMPORTED MONTHLY.

COMPARE THE PRICE OF THIS TYRE WITH ANY OTHER AND NOTE THAT ITS QUALITY AND DURABILITY ARE ONLY REALIZED WHEN ONCE TRIED. EVERY TYRE IS GUARANTEED.

NOTICE

WE HAVE OPENED A SUPPLY DEPOT AT F95, BUBBLING WELL ROAD, (TEL. 915), OPPOSITE THE RACE COURSE, FOR THE CONVENIENCE OF OUR WESTERN DISTRICT CLIENTS, WHERE PETROL, OILS, TYRES AND ALL ACCESSORIES ARE STOCKED.

MICHELIN TYRES MAY ALSO BE HAD AT

SENNET FRERES,

11A, NANKING ROAD.

MOTOR BOATS THAT HUNT DOWN 'SUBS.'

First Authentic Description Of The Swift, Light Craft Made for Allies

To escape a craft which can travel 100 miles in considerably less than 4 hours, or cruise 1,500 miles at an 11½ miles speed, or 500 miles at 26 miles an hour, on one filling of the fuel tanks, will require more of a submarine than any of the warring or peaceful nations possess today. It is well known by every one that it has taken many years for the under-water craft to reach the state of development in which we find it now, but the motor boat submarine-destroyer driven by internal combustion gasoline motors, unheard of a year ago, has been perfected in twelve months to such a condition that the entire annihilation of the submarine is not an impossibility.

American brains and labor can claim credit for a large share of this development, and while the American gasoline motor has been working up to a condition of perfection for the past few seasons, which would make it useful for such exacting service, within the year one or two manufacturers have brought out models for this particular work which have placed them in a class by themselves. Motors manufactured in no other country of the world can compare at all favorably with our own, this fact has led many foreign nations to open negotiations and place many orders for large quantities of American marine motors for use in boats employed in war service. Many of these are for patrol boats, craft for scout work, and for numerous other duties with whose exact nature the censor refuses to allow us to become acquainted.

To satisfy one's self that the high-speed motor boat is a practical proposition to solve the submarine question one has only to be on board during one of the 100-mile trial trips of the boats built by the Greenport Basin and Construction Co., of Greenport, L. I., for this service. Any doubt which he may have had previously will be expelled forever. Weather or conditions of sea make little difference, and a deck load of twenty-five persons in addition to the other weight requirements of actual service do not appear to cut into the speed of these boats appreciably or affect their seaworthiness or sea-going qualities.

These boats, eighteen of which have been ordered by individuals abroad, and a majority of them already shipped are 60 feet in length by 10 feet beam, and have a draft of 2 feet 10 inches. The underbody shows modified concave V sections, making a design which is popularly referred to by some as wave collectors. The design was worked out by James W. Hussey some years ago, and several models slightly different in their main characteristics were towed to ascertain the most efficient design and the correct proportions to give these boats. The hull is built according to the seam-batten construction, yellow pine being used throughout with few exceptions. The deck beams are oak with cypress canvas-covered decks. The keel, stem, etc., are of oak, and the planking is of long length cedar. The frames are of Douglas fir, with steam-bent oak frames to reinforce them, and are spaced 20 inches apart, center to center.

There are four steel bulkheads, which are absolutely water-tight, being subjected to severe tests. These are carried up to the foot of the main deck, one of them being between the fore-peak and the forecastle, another between the forecastle and the engine-room, with an additional steel bulkhead carried up one foot above the load water line at the forward end of the fuel tanks.

The third steel bulkhead is between the engine-room and the officers' quarters and the fourth is between the officers' quarters and the lazarette. The hull is braced by steel side-stringers, fastened to the main deck clamp, and at the forward and aft ends of the engine compartment. These run down diagonally to the chine log. There are two steel angles running from the forward to the after bulkheads, two feet off center under the houses, and all the deck beams are fast to these, forming a method of construction which ties the entire structure rigidly together.

The decks are braced forward and aft by pipe stanchions, which are made use of as a shoring for the tanks. The displacement of the boats, with full equipment on board, including 720 gallons of gasoline, 32 gallons of lubricating oil, water tanks half full, and the crew of 7 men and a deck load of 2 tons on board, is 14¼ tons.

The power plant consists of three eight-cylinder 5½-inch x 6-inch Van Blerck motors, developing approximately 200 h.p. apiece at 1200 revolutions per minute. Each motor drives a 3-bladed Columbian propeller, having a diameter of 25 inches and a pitch of 27 inches. Each motor is fitted with an independent electric self-starter. The center motor is placed just forward of the port and starboard motors. There are four cylindrical gasoline tanks, each of 270 gallons capacity, making a total of 1,080 gallons. The boats are fitted with a 50-gallon lubricating oil tank, a 30-gallon fresh water tank forward, and a 20-gallon tank for fresh water aft. Ventilation to the engine-room is obtained by four 4-inch and two 4-inch hood ventilators on the engine house, 4 ports on the hull, and 6 ports on the engine room trunk.

A speed of 26 miles an hour is guaranteed for these boats, to be maintained for 5 consecutive hours in a trial on open water. The guaranteed speed has been considerably bettered in the boats so far produced, as they have averaged between 28.4 and 30.54 miles an hour on their trial trips, depending upon the particular boat, and the weather conditions somewhat.

The deck arrangement provides a steering shelter located on the forward deck over the forward end of the engine-room. This steering shelter is constructed of thin sheet steel for the protection of the helmsman from the weather and stray bullets. It contains the usual steering wheel and compass, and directly aft of the helmsman's position is a triple telegraph to the motor room. This telegraph is specially designed for this work, all three telegraphs being contained in one instrument with three independent receivers, one over each motor. In the steering shelter there is a gang switch which controls the deck lights in different groups, making it possible to extinguish the side, head or masthead lights, together with the searchlight, either independently, all together or in groups. A 24-volt system is used and the boat is electrically lighted throughout. There are three separate systems, with separate storage batteries, controlled independently or together from the switchboard in the engine-room.

The interior arrangement provides accommodations for the crew of six men and one officer, although the officers' quarters have been designed to accommodate two if necessary. The crew's quarters are in the forecastle and contain three transom berths in addition to three pipe berths. There is provision for a galley and large amount of locker space. In the officer's quarters aft there are two berths and toilet room, together with a small clothes locker and combined bureau and table. There is also provisions for storing the necessary navigating instruments, charts, etc.

Exports of American Boats and Motors

By B. Olney Hough

"War orders" have not yet, at least, appreciably affected the actual export trade of American manufacturers of marine motors or motor boats as revealed by the official statistics for the fiscal year ending June 30, 1915. Fear to engage in new enterprises has, perhaps, curtailed orders somewhat for commercial motors in all countries. The economy which has been characteristic of all nations and among all classes has probably operated to restrict purchases of motors for private speed or pleasure boats. Yet the high appreciation in which our boats and motors have come to be held in every country under the sun has manifested itself in orders which have just about equalled the volume of last year—that is, almost reached the highest figure every recorded in our foreign trade in this line.

That this highly agreeable result has been achieved by American motors without the artificial stimulus of demands from Governments embroiled in the present terrible conflict in Europe is especially encouraging. It foreshadows a future healthy and normal growth of our export trade, developing from the reputation and actual performances of our engines in foreign lands. Indeed, if one dare venture to assume the role of prophet, it seems probable that the coming year's exports will climb far above the record; first, because of returning confidence and prosperity in neutral countries, and second, from shipments of motors to the Allied Powers, which, rumor has it, are only just getting under way.

It is whispered, for instance, that the British Government has already placed with one manufacturer a trial order for fifty motors which are to be installed in a new type of coast-guard boat of small size, which perhaps may be mounted with one gun each, but which are chiefly to be utilized as scouts. This, like some other orders, has not yet been shipped and does not figure in any published statistics of our exports. But American motors have already been employed in the British service; that is, through the commandeering by that Government for its own purposes of privately owned fishing and pleasure boats. As an appreciable percentage of the motors thus employed has been supplied originally by some of our best manufacturers, the prestige of the American motor will certainly be immensely enhanced and a correspondingly larger trade is to be anticipated in the future.

Russia, too, has for a number of years proven a fertile field for some of our prominent manufacturers of motors, and it has been natural, therefore, that possibilities for the development of that trade have attracted the attention of many sales managers. The writer knows of at least four of them who have made the long, weary and disagreeable journey to Petrograd by way of the Arctic Ocean and Archangel in the hope of expanding their business in the Russian Empire. Actual results obtained are said to have been of the most encouraging character, according to the stories which come back to New York, mingled with amusing and sometimes harrowing tales of personal experiences. It is acknowledged that large orders have been placed for several different types of motors, ranging from white-enameled and nickel-plated engines for despatch and torpedo boats down to serviceable types for service on the Volga and other rivers in the transport of the enormous volume of army supplies that is required. Motor builders who offer satisfactory oil engines have always had and probably will continue to have the preference among Russian buyers, including the Government. It is especially satisfactory to Americans to know of the high reputation which the motors hitherto supplied have gained among all classes of buyers and users in the Russian Empire.

To review a few of the other foreign fields for American enterprise in the marine motor line we may first consider Scandinavia and the whole Baltic region. Here there exists a fertile, indeed almost unlimited, field for the products of our factories, especially as adapted to fishing boats. In spite of the fact that a large and eminently promising business has been already established in this part of the world, the past trade, it is declared by those who have personally visited and studied these markets, is only a fraction of what the future demand is likely to be. The buying of motors in the Scandinavian countries has been slow during the past year, it is acknowledged, but American motor salesmen who have just returned from them speak with enthusiasm of the record made by American engines and of their enormous possibilities. Business has by no means ceased, but possibly the anticipated boom will not fully materialize until the restoration of peace. However, conditions brought about by the war seem to be reaching a chronic state to which people are rapidly adjusting themselves, and the Scandinavian nations are like many others in that they have to an appreciable extent actually profited financially by war demands.

South America, where a year ago dire results from the war were anticipated and doleful predictions as to the future were the rule, is, in its principal markets, another quarter of the globe where unexpected benefits have been derived from the deplorable continued existence of the war in Europe. Argentina especially is counting a "favorable balance of trade" which is comparable to that of the United States. The demand for Argentine grain and meats and hides has brought and is still bringing a flood of gold to Buenos Aires, and all business there is feeling the resulting stimulus.

Queer Gliding Boat To Carry Colombian Mails

One of the most unique craft launched in the vicinity of New York last year was the gliding boat, designed by D. La Chapelle, of Nyack, N. Y. This boat is 30 feet long by a beam of 20 feet and consists of six sections over which is built a deck that carries the cabin and two six-cylinder Van Blerck motors driving aerial propellers by chain. The engines operate at from 1,000 to 1,200 r.p.m., and it is declared that speeds of from 35 to 42 m.p.h. were recorded on trips made on the Hudson River during the early fall months.

When under way this boat has a minimum draft of 3 inches and actually glides on top of the water when running above 15 or 16 m.p.h. It is steered from the interior cabin by a forward rudder and is declared to be controlled more easily than is the ordinary motor boat.

The owner of this boat is Gonzalo Mejia, of Bogota, Colombia, who has a contract from the Colombian Government to carry mail from the port of Barranquilla, on the east coast of the South American State, to the capital, Bogota, which is some six hundred miles inland. The only means of covering his distance is by traversing the Magdalena River which has an average depth of 2½ feet, and is full of weeds and driftwood. It can be readily understood that the ordinary motor boat is not practical for navigation on this river, and at the present time it takes from ten to twelve days for steamers burning wood to make the run between the two cities.

As Mr. Mejia's gliding boat can maintain a constant speed in excess of 30 miles per hour, it is confidently expected that the trip from Barranquilla to Bogota will be made in a trifle over twenty hours, actual running time. The owner has spent four years of constant endeavor trying to get such a boat as he now has, and the Colombian Government has offered large bonuses to corporations and individuals who will design and build some means of transportation suited to the requirements. Several more skimmers will be built at Nyack.

Gasoline Lochinvar Failed To Show Up

Manila, January 2.—Elopement by automobile truck is the latest thing in Ilocos Norte, where they are nothing if not up to date.

And if the interesting central figures in the drama had attempted the elopment in the old romantic way, they might have carried it through successfully, but the motor-truck feature proved their undoing, and now, in Sarrat, where once there were happy hearts, there is nothing but gloom and lamentation.

One of the belles of the town and her affianced agreed to an elopement on Christmas morning, the lady leaving mass before its conclusion, climbing into a motor-truck which, with her lover inside, would be waiting at the church. Then the happy couple would speed off to the padre.

The prospect was a rosy one, and the first part of the plan was carried out according to arrangement. The happy girl rising during mass, sped from the church. Her sister, attending devotions with her, wondered at this strange conduct and then gave chase. Outside the church there stood the motor-truck, gasping away in the early-morning air and emitting sundry toots from its siren—the signal agreed upon by the young conspirators.

The lady in the case, outdistancing her anxious sister, leaped into the truck, and was whirled away. She was dismayed to discover that her lover was missing. Beside the driver, she was the only person in the speeding vehicle. The outskirts of the town were reached, and here the lady concealed herself while the truck made a tour of the town, with shrieking siren, in search of the would-be bridegroom. He was never found.

Meanwhile, the whole of Sarrat was in an uproar. The presence of a motor-truck in the town was alone enough to cause excitement, but when this vehicle went shrieking through the town, everybody poured into the streets, looking for a fire or an attack by ladrones. The sacristans in the church tower, misinterpreting the sound of the truck's siren, further mutilated the Christmas stillness by ringing the church bells with all their might. In addition, the relatives of the eloping lady set up a hue and cry, and these combined noises brought out the police, the Constabulary, the presidente, the justice of the peace and all the local dignataries.

The motor-truck driver, interested in the matter of his fare, sought high and low for the missing bridegroom, until stopped by the police. The lady's relatives soon discovered her hiding place and led her home. But the man in the case—they never found him.

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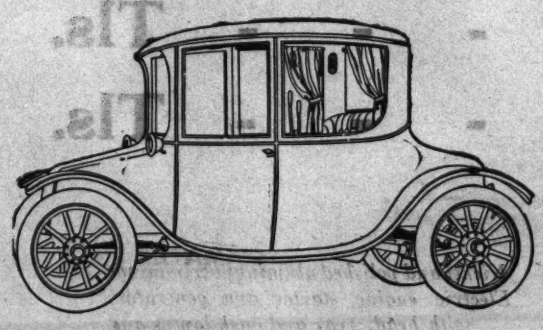

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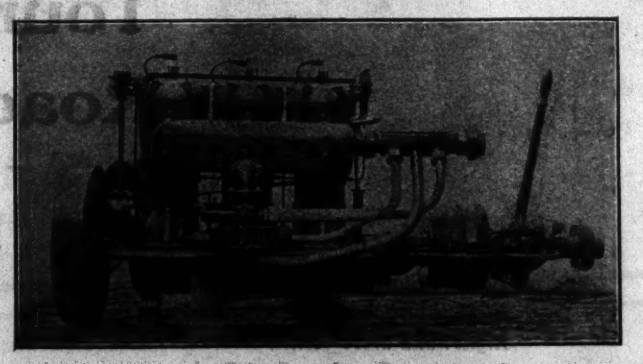

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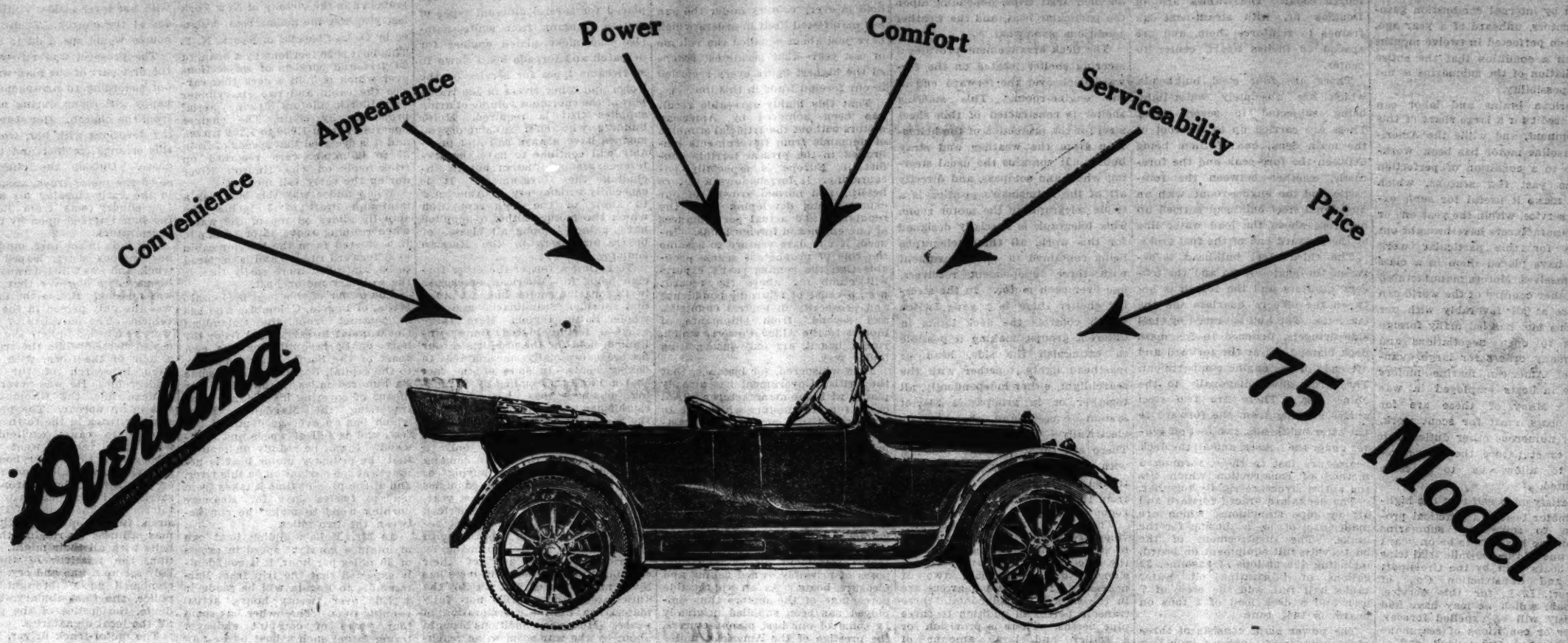

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Crowned fenders
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SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, APRIL 9, 1916

Rules for Second Round Leads at Royal Auction

Two Simple Rules That Govern Every Situation at the Game—New Laws Interpreted

By Au Revoir.

New York, March 5.—The decisions on various matters connected with the new code of laws of royal auction are attracting widespread attention.

Some of these decisions are peculiarly interesting, and one may hear many again remarks as "Now, I've had that very thing happen so often, but I never knew what was wrong when he said there was no penalty."

Here are some more decisions just received from the committee of The Whist Club:

The dealer bids a spade. Second hand says two hearts, and third hand goes two spades. Fourth hand passes. Not having heard his partner's speak of two spades, the dealer himself says two. The opponents demand that the bid be increased to three spades, as two is insufficient to overbid the previous bid. The decision says:

"This is a very unusual and exceptionally close case. The committee feels that, fortunately, it cannot be a serious proposition, as on the one hand if the declarer were willing to bid two spades without hearing from his partner he would not be injured by being obliged to declare three spades with his partner holding a raising hand.

"On the other hand, the information which the bid [made by the declarer] furnishes the partner cannot prove of undue advantage, as the declarer would be able later to furnish the same information by calling three spades, in the event of his [the two makers'] being overcalled.

"The fullness principle, however, in the interesting point, raises them [the bid of the partner] again, and the committee decides that this is not sufficient declaration, but must be an alternation of an existing declaration, which does not attempt to take it out. The bid of two spades should therefore stand."

Note.—The decision of Case No. 8 on Miller Work's "Auction Unexpensively," which was made under the old laws, is interesting in connection with the above. One player had doubled a bid of six clubs, and his partner, not hearing the declaration, had also doubled. The opponents demanded a new deal. The decision was that there was no penalty, as the revocation of the double was probably due to inadvertence, "not likely materially to benefit the offending player." Those who are familiar with the laws are, of course, aware that doubling a partner's declaration, or redoubling his double, subjects the offender to a penalty of 50 points, but both these increase the value of the declaration, which the cases cited do not.)

Here is another and a very common case. During the deal one of the opponents of the dealer sees the card on the bottom of the pack and demands a new deal. Is this within his rights?

The decision of the committee is as follows:

"Law 43 expressly defines an exposed card, and the case stated does not come within the definition; therefore the opponent has no right to demand a new deal.

"It would be obviously improper to allow a new deal or to be called in such a case, as no decision has been suffered. As a matter of fact the subject of complaint may be to a certain extent, his own fault. The old English law was changed because it was found that unscrupulous players frequently took pains to see a card just for the purpose of exacting a penalty. It is clear, that under no pretext must one card do damage can be done to the opponents."

(Note.—The only possible reason for demanding a new deal would be to prevent the card seen, which must be the last one dealt, falling into the dealer's hands, if it were specially valuable, such as the ace of spades.)

Here is a case that looks as if it might happen any time. A player has neglected to play to a trick. Let us say the side not in error may claim a new deal if the player in error has played to the next trick, but if they let the deal stand the superfluous card belongs to the incomplete trick.

When in this position as to letting the deal stand or having a new one to be made? The committee says: "Whenever the omission is discovered, even if it be delayed until the last trick is played."

This would seem to leave the way open for an opponent, who detected the omission at the third or fourth trick, to say nothing about it until he saw how the hand was going out. If he saw the worst of it he was quiet; if he saw the contrary that the deal stand. How is one to know when it was discovered?

With the Beginners

After a person has mastered the general principles of leading from certain combinations of high cards two situations present themselves. The first is when he wins the trick and has to lead again; the other is when someone else wins the first trick and he gets into the lead again later. His accurate recollection of the three cards that fell on that first trick may then be important.

The beginner should be careful to reserve the jack for the "top of nothing," as it is called. From king, jack ten the proper lead is the ten because it is usually an easy matter for the partner to lead a ten but not a jack. The lead of a jack from ace, jack ten against a no trumper cannot be mistaken for a short suit, as such are not led against no trumps.

Having not those five high card leads pretty well fixed in the memory, we come next to the second round of a suit, the rules being equally applicable to trump declarations or no trumps. Two simple rules govern every situation:

1. If you have the best card of the suit for the second round lead it.

2. If you hold both second and third best lead one of them.

To these might be added a maxim which covers both rules: Never tell your partner anything he already knows if you can tell him something he does not know.

Having led the king from ace, king, queen, for instance, you have two cards which come under the rule, both being equally the best. But your partner knows you have the ace because your king wins. Tell him the thing he does not know, that you have also the queen. Leading the queen denies the jack, but one does not often hold the four top honors and the lead. To follow the king with the ace denies the queen.

It is not often that it will make any difference whether one rule about leading from a sequence of high cards or equally the best is strictly followed or not, but every now and then there comes a time when the partner is misled or confused, which is just as bad.

Here is a hand that illustrates a common situation, the leader shifting to another suit and his partner being uncertain as to the precise object of the shift. Confused with a false lead it cost an important rubber.

H.—A 9 6
C.—K J 8 5 4
D.—9 6 4 3
S.—8 7 6 5

H.—10 8 3 2 | H.—Q 7 5
C.—A K Q 7 6 | C.—9 3
D.—K 8 7 5 | D.—10 9 2
S.—J 10 | S.—K 9 4 3

H.—K J 9 5 4
C.—10 2
D.—A Q J 4
S.—A Q J

S deals and bids 1 heart, which every one passes. The beginner will observe that although he has

(Continued on Page 2)

The Baseball Players Got Back On The Map Ahead Of The Cricketers

BEENINA RAILROAD WRECK
NOPE BASEBALL PRACTICE
BACK FOR A HIGH ONE!
WAT'SYA MEAN DIVIN' AT A BASE LIKE THAT, THAT'S ANNETTE KELLERMAN
LIMBERING UP THE OLD SOUP BONE
PUT IT OVER
THE GALVESTON NINE WALLOPED A JAPANESE TEAM!
INTENSIVE COACHING

S.V.C. Fast Mobilisation

There were not a few people yesterday afternoon, who, with all the rumors consequent on the spreading of the Republican movement, when in the midst for developments loudly and fondly persuaded themselves that fighting had broken out in Shanghai. The Settlement was ringed with steel and wherever they went they found the Volunteers on duty.

The cause of the excitement was that the corps orders had not been given such wide publicity as is usual and few beyond the men themselves knew what was on. However, it was only a fast mobilisation and very successful as such.

All units of the Corps paraded at nearly full strength and took up the positions they would do in case of trouble, securing all the bridges, main thoroughfares, public buildings, strategical points, etc. After the minimum of time for taking post had elapsed, Major Trueman, the Commandant, visited the various rounds and was gratified at the smartness with which his orders had been carried out.

Correspondence

Menace To Tires

Editor, The China Press.

Dear Sir,—I think attention should be called to a condition out of which arises considerable damage to automobile tires in the Nanking Road.

Beginning at a brass-smith's shop near the Chekiang-Nanking Road crossing and extending both ways for several hundred yards along the north side of Nanking Road the surface of the wood paving is studded with brass shavings, chips, tacks, etc.

While a great quantity is slightly embedded in the roadway, a certain quantity of this material must find its way into the tires of passing vehicles and cause unnecessary wear if not actual punctures.

The chips either accidentally or out into the street from the mechanic's tools or are thrown there by malicious apprentices.

An inspection of the roadway by the Automobile Club and others interested will better show the situation.

As a remedy I suggest that the owner of the shop be asked to place a gauze wire screen front to the part occupied by the workman, and that a watch be kept on the activities of the employees. Yours truly,

H. D. R.

The Weather

Southerly winds. The maximum temperature recorded yesterday was 62.8 and the minimum 52.4. The figures for the corresponding day last year being respectively 69.5 and 48.8.

Miss Bjurstedt's Game Based On Speedy Drive

Norway's Lawn Tennis Meteor Who Holds Three American Titles, Also Places Wonderfully, But Serves and Kills Poorly

New York, March 1.—In the world of lawn tennis Miss Molla Bjurstedt has accomplished that for which others have often striven but which none has ever before attained. She occupies a unique and envied place in the sphere of her athletic activity. Having spent less than a year and a half in this country, she is the holder of three women's national championships, a record that did not fall to the lot of even the redoubtable Mrs. Mae Sutton Hundy when she was at the height of her career. And more, this girl of Norway is the only foreigner to be chosen for the premier position by the ranking committee.

The last tennis year, aside from the national competitions, offered a rich harvest of trophies to this new Tyrcruit, whose advent into the American tennis field has proved as much of a sensation as that of the native sons and daughters of California. "Success" appears to have been the first English word she learned. She is the metropolitan champion, she won the Crescent Athletic Club invitation tournament, was first in the Pelham invitation, won the Middle States tournament, the Nyack tournament, the Tri-State, the Ohio State, and the Longwood, and this activity of lesser degree was crowned by her victories in the national events, the women's invitation at Forest Hills, the indoor at the Seventh Regiment, and the clay court at Pittsburgh. It is a record for the gamble of tennis that will probably be unsurpassed for many years.

Was Not Preceded by Fame

Miss Bjurstedt came to this country unheralded—almost unknown. In December, 1914, a short, sturdy girl stepped from a transatlantic liner to visit New York, and passed comparatively unknown into the confines of the big city. There was no applause for her then; she was just one of the many—but in less than three months her name was known wherever tennis is played.

Highly interested in tennis in her own Norway, she naturally inclined to that pastime when she arrived here. Some of those with whom she became acquainted told her that there was an opportunity for her to enter in the women's national indoor championship, which was to be played at the Seventh Regiment Armory. She was probably the only one to have any faith in her chances of ultimate success in the event, and even her enthusiasm was considerably dimmed by subsequent happenings. The American women, when practice play began for the tournament, did not take seriously the foreigner who had entered. The good players could not see the merit of her game. The result was that Miss Bjurstedt had to get her practice as best she might, playing against the lesser lights of the women's tennis world.

After her defeat of Mrs. William Lesher in straight sets, 6—1, 6—3, there was a change. Then the many as well as the few were ready to concede that the young lady who came here bringing with her the title of champion of Norway, was really something more than an average player, and that it might have required real merit to win the honors in her home country. There began to be talk that Miss Marie Wagner, the then champion, who was in the lower half of the draw, might be called upon to face this Norse maiden in the final.

As Miss Bjurstedt went through succeeding rounds with unvarying success belief became certainty, and Miss Wagner and Miss Bjurstedt were the finalists for the national indoor championship. The result of that match was a triumph for Miss Bjurstedt and it detracts from her honors no whit to say that Miss Wagner did not measure up to her accustomed playing ability. The champion of Norway won at 6—4, 6—4 by clearly outplaying her rival. This success started her on a path of wonderful accomplishment.

A Player, Not a Theorist

If one were to ask Miss Bjurstedt how she plays tennis she would probably answer that it were better to seek the information from someone who had seen her play, rather than from herself. She is not a theorist on tennis, only a practical demonstrator of how to play the game so effectually that it is comparatively easy to win championships. She doesn't know how she does it, she just plays and plays because she likes the game. Liking the game has been a dominant factor in her success.

Not by any flight of imagination could one believe that Miss Bjurstedt was a form player. Radically she is not. It is a remarkable thing that this champion displays fault after fault, some of them glaring, and yet she is the champion. Those who make form their hobby and playing a side issue could demonstrate at great length that Miss Bjurstedt should not be a champion. They could tell you that in many respects she is a weak player and substantiate the argument. There is only one solution, and this is that the Norse girl does so wonderfully well that which she does well at all that her strong points far outweigh the weak ones. She knows her own deficiencies to the game and she is always paying to supplement their effect.

There is one outstanding feature of

(Continued on Page 3)

Billiards

Shanghai Catholic Circle Wins

The Shanghai Catholic Circle played a friendly billiard match with the Municipal Service Club, and the following are the particulars:—

Played at the Shanghai Catholic Circle:—

S.C.C. Team.		v. M.S.C. Team.	
J. P. da Campos.	300	E. Brown	222
S. L. da Silva.	300	J. Rush	191
P. da Silva.	300	C. McKay	257
J. M. da Campos.	300	C. Higgs	247
W. Goulbourn.	300	G. Holt	139
V. F. Pereira.	300	A. de Kryger	270
	1500		1346

Played at the Municipal Service Club:—

J. P. da Campos.	300	E. Brown	296
S. L. da Silva.	300	J. Rush	254
J. M. da Campos.	300	C. Higgs	298
W. Goulbourn.	300	G. Sadler	253
V. F. Pereira.	250	A. de Kryger	300
	1441		1600
Grand Total	2941	Grand Total	2977

(N.B.—Owing to Mr. G. McKay being sick, Mr. J. Rush had to play 2 games at the Municipal Service Club.)

There were no high breaks made but the players were very consistent in their play. The best breaks made were:—J. Rush 37, S. L. da Silva 34 and W. Goulbourn 31; all the others made breaks of or over 22.

The Shanghai Catholic Circle won by a margin of 461 points.

Hockey

Ladies' Hockey Club 2; Old Girls 0

The above friendly match took place at the Race Course yesterday afternoon. At times play was very interesting and a good crowd turned out to see the Public School Old Girls in their first match. In the first half, the Ladies' Hockey Club scored a goal, and during the second half two more were added. The forward line was responsible for all these goals, and it may be said that Misses M. White, E. Booth, L. Bowring, J. Tod, as well as a. Morton were all in good form. The losers were handicapped by being out of practice. (Help! We nearly said "in bad form!"). Misses K. Turner, F. Madan, P. Ferris and B. Rasmussen all strove hard, but could not score.

Mr. A. J. Brown made an efficient referee.

BRODIE CHAMPION IN SCHOOL SPORTS

Wins Kadoorie Cup With 19 Points; Elias Second With 12 Points

PHYSICAL EFFICIENCY

Teams In Contest Give Idea Of Training In British Army

The annual Cathedral School sports, on the Race Course, yesterday afternoon, will long be remembered amongst athletes for introducing to Shanghai a distinct novelty in the way of physical training. As against this display, the sports really paled into insignificance, though the youngsters did some very creditable performances. Especially was the mile walk interesting—and humorous—there being 42 entrants and as many styles. In fact, several had three or four styles.

They call this new business "drill games" apparently because first you do some Swedish drill and then engage in a series of games developing the same motions. Really, drill is just what there is not in the games and that is what brings them so much to note.

Swedish drill, undoubtedly, is the finest physical training yet invented. You can make a grown man see why it is necessary, but you never could persuade a boy to put all his heart into it. That is where these games come in.

There is fun in them, which is an attraction, for what boy would [illegible] the chance of seeing the one [illegible] always just beats him in class come a sudden and undignified cropper and look more or less ridiculous. Better still there is the spirit of emulation, which will fetch any boy.

You put them into teams and tell them that a medicine ball or a sandbag has got to be passed from hand to hand in a certain way and with particular motions and away they go to beat the others. Ask them what they are doing and they tell you trying to beat the other fellows. Unconsciously, they are going through all the Swedish drill movements.

There are so many variations that it would take too much space to go into them in detail, but the advice is given to go and actually see them. The boys are at work in the Cathedral compound every morning from 8.30 to 9. It is safe to say that, though the Cathedral School has taken the lead and has the field to itself at present, every school [illegible]

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You put them into teams and tell them that a medicine ball or a sandbag has got to be passed from hand to hand in a certain way and with particular motions and away they go to beat the others. Ask them what they are doing and they tell you trying to beat the other fellows. Unconsciously, they are going through all the Swedish drill movements.

There are so many variations that it would take too much space to go into them in detail, but the advice is given to go and actually see them. The boys are at work in the Cathedral compound every morning from 8.30 to 9. It is safe to say that, though the Cathedral School has taken the lead and has the field to itself at present, every school [illegible]

There were no high breaks made but the players were very consistent in their play. The best breaks made were:—J. Rush 37, S. L. da Silva 34 and W. Goulbourn 31; all the others made breaks of or over 22.

The Shanghai Catholic Circle won by a margin of 461 points.

Hockey

Ladies' Hockey Club 2; Old Girls 0

The above friendly match took place at the Race Course yesterday afternoon. At times play was very interesting and a good crowd turned out to see the Public School Old Girls in their first match. In the first half, the Ladies' Hockey Club scored a goal, and during the second half two more were added. The forward line was responsible for all these goals, and it may be said that Misses M. White, E. Booth, L. Bowring, J. Tod, as well as a. Morton were all in good form. The losers were handicapped by being out of practice. (Help! We nearly said "in bad form!"). Misses K. Turner, F. Madan, P. Ferris and B. Rasmussen all strove hard, but could not score.

Mr. A. J. Brown made an efficient referee.

Physical Efficiency

Long Jump (open)—Brodie, ma., Elias ma.			
High Jump (open)—Elias ma., Brodie ma.			
Long Jump (under 15)—Tippin, Hall.			
High Jump (under 15)—Bichard ma., Hall.			
Long Jump (Under 13) Whitham, Manthel.			
High Jump (under 13)—Harris, Whitham and Emanuel (tie)			
100 yards (under 9)—Aiers, Dallas mi.			
400 yards (Under 10)—Witham, Tessman.			
100 yards (under 13)—Witham, Parkin.			
100 yards (open)—Brodie, Kadoorie. Time 13 sec.			
100 yards (under 14)—Elias, Bichard ma.			
100 yards (under 11)—Gould, Murphine.			

(Continued on Page 3)

Whiteaway, Laidlaw & Co., Limited

HIGH CLASS SPORTING REQUISITES FOR ALL SUMMER SPORTS

We always carry a well-selected stock of all Sporting Goods from the best known and most reliable makers

The "GEM" Tennis Court Marker

Holds sufficient whiting to mark one double court.

Price **$10.50** each

Running Corks

Light in weight.

Price **50** cts. pair

Water Polo Ball

Regulation ball, leather case with best quality bladder.

Price **$12.50**

RELIABLE TENNIS RACQUETS

Slazenger's Demon racquet, swallow tail handle.

Price **$11.50** each

Slazenger's Pelican is popular amongst club players.

Price **$12.50** each

Slazenger's "Colonial," a splendid racquet for match use.

Price **$17.50** each

Slazenger's "Double Strung," the racquet used by many of the best players.

Price **$17.50** each

The "Bussey," made by the best makers for good players.

Price **$17.50** each

Special "E. G. M." another reliable well balanced racquet, for fast service.

Price **$17.50** each

The "Slazenger" racquet one that we specially recommend.

Price **$19.50** each

The "Doherty," a light grade well balanced racquet used by thousands of player.

Price **$21.50** each

Cricket Balls

No 1. A good composition ball for practice, etc. 75 cts. No 2. good leather match ball **$2.00**. No 3. "Dukes" famous match ball.

Price **$4.00**

Punching Balls

In best English leather, hand-sewn case as sketch.

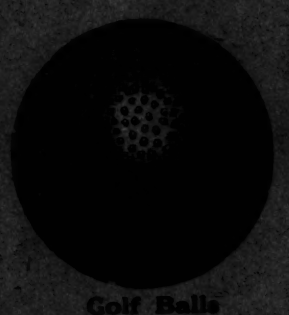
Price **$11.50** each

No. 2-0

Spalding's "Special League" Mask

Extra heavy and best annealed steel wire. Black enamelled. Fittings of best quality throughout.

Price $5.50



Golf Balls

Spalding's Black and White Dimple . . . $1.50 each

Spalding's famous Blue Circle . . . . . $1.50 each

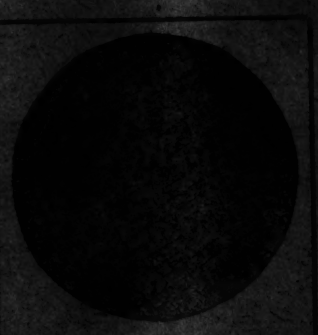
Wood Milne Kiddie, a splendid ball . . . $1.50 each

The Zodiac, the best ball for good players. $2.00 each

Bicycle Bells

Heavy nickel-plated bells clear loud ring

75 cts. each



Slazengers 1916 Balls

Regulation size and weight, the best ball for constant use

$8.50 doz.

Boxing Gloves

No. 1. Spalding's solid leather glove, 8 oz.

Price **$9.50** set.

No. 2 Superior leather glove, extra soft, 8 oz.

Price **$14.50** set.

Basket Ball

The best ball for this popular game. Real leather case, best quality bladder

Price **$7.50** each

Racquet Presses

Of strong ash wood.

Price **$1.25** each

LEG GUARDS

The "University."

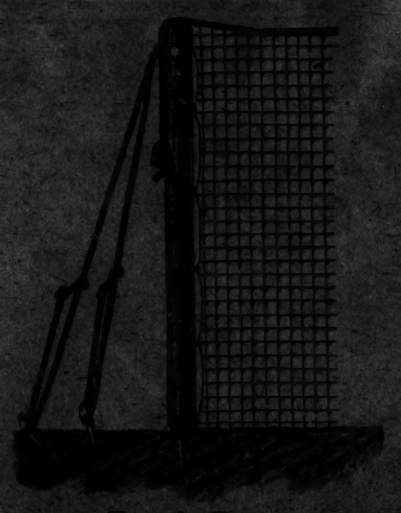
Well padded, White drill guards with cane protection. **$4.00**

The "Featherweight"

Very light and strong, of White duck. **$5.50**

The "Club."

Of White duck, ventilated of extreme lightness. **$5.75**



Tennis Posts

The "Universal." Polished ash poles, with iron spikes and Guy ropes.

Price **$13.50** each

The "Cyprus." Made of wrought iron, has a simple and powerful method of tightening the net line, will stand erect under great tension.

Price **$13.50** each

The "Acme." Polished ash posts, fitted with iron bases, which are secured to the turf by screws. Fitted with rachet for tightening.

Price **$21.50** each

Tennis Nets

The "Cavendish." Steam tarred, hemp head line. 42 by 3½ feet

Price **$9.50** each

The "Wimbledon." Steam tarred, extra stout galvanized wire top and defining band. 42 by 3½ feet.

Price **$10.00** each

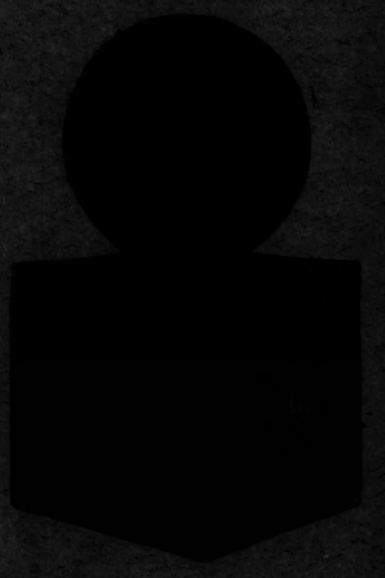
The "International." Steam tarred hemp, copper top and defining band. 42 by 3½ feet.

Price **$13.50** each

Sandows Developer

New improved model. Helps to keep one fit in the hot months, with chart.

Price **$10.50**



Spalding's Base Balls

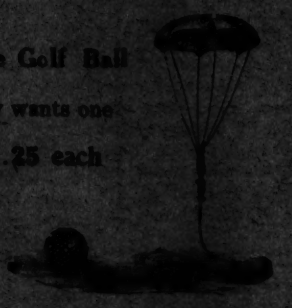
The genuine official League Ball, every ball guaranteed for good service.

Price **$4.00** each

Infielder's Mitt

No. 2. X.R. An easy and pliable Mitt, approved by all players.

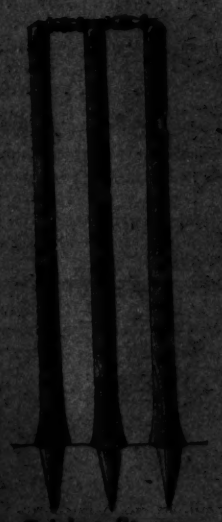
Price **$6.50** each



Parachute Golf Ball

Everybody wants one

Price $1.25 each



Cricket Stumps

Full size, strong serviceable stumps, well polished

Price **$4.50** set

Golfing Irons

Spalding's well-known quality.

Price $4.00 each

Slazenger's Tennis Ball

Price $8.50

per dozen

Captive Golf Ball

Allows practice in a limited space.

Price $1.25 each

Sandows Spring Dumbells

Black Japanned 5 spring dumbell. Price $6.50 pair

Ditto nickel-plated 7 springs.

Price $10.00 each

Cycle Pump

The best pump for easy inflation

Price $1.25 each

Cricket Requisites

The "Speedwell Driver." A reliable practice bat, thoroughly seasoned, compressed flexible cane handle.

Price **$5.75**

The "Fastdriver." A bat with good driving power, well seasoned, flexible handle.

Price **$9.00**

The "Demon Driver." The blade of the bat is composed of best selected willow, flexible handle, covered with a corrugated leather grip.

Price **$10.50**

Caddy Bags

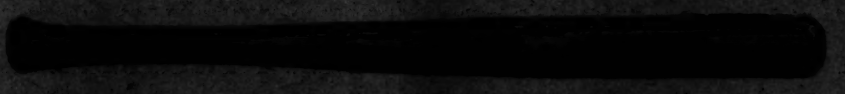
Waterproof brown Canvas, good leather straps.

Price **$4.00** each

Swimming Wings

You cannot help swimming if you use the wings.

Price **75 cts.** each



Spalding's Baseball Bats

Spaldings's Gold Medal plain Bat, golden finish. Spalding's Gold Medal taped Bat, White wax finish. Price **$3.00** each

Indian Clubs

Best hard wood clubs, correctly shaped, perfectly balanced.

Price **$1.75** pair

Royal England Cycle

The best machine obtainable, British built throughout.

Price **$65.00** each

Baden Powell Boy Scouts

Troop Orders for the week ending April 15.

Tuesday, 11th: Full Uniform. Parade at Headquarters 5.30 p.m.

Patrol Leaders meeting 6.45 p.m.

Saturday, 15th: Full Uniform. Parade at Headquarters 2.45 p.m. Fieldwork.

Orderly Patrols for the week Otter and Bear.

Orderly Officer for the week A.S.M. Snell.

SECTION ORDERS

Cathedral School: Tuesday, 11th. Parade at Troop Headquarters 5.30 p.m.

Public School: Monday, 10th. Parade at Headquarters 4 p.m.

French School: Monday, 10th. Parade at Headquarters 4 p.m.

Wednesday 12th: Parade at Headquarters 4.45 p.m.

NOTICES

Badges.—The following scouts passed the tests and are entitled to wear badges as under:—

Pathfinder.—Patrol Leader Stanley Chow—Scout Stanley.

Herbert Loom,
Scoutmaster.

Shanghai Rifle Assn.

Monthly Circular, April, 1916

Monthly Competition.—The April competition will be held on Wednesday, 19th instant, from 6 to 8.30 a.m. and from 4 to 6 p.m. at range 600 yards, 1 sig. and ten scoring shots.

Note.—Tuesday, 18th inst., is reserved for practice, from 7 to 9 a.m. 1,000 yards and from 4 to 6 p.m. 500 yards. At 1,000 yards range, only members who have permits are allowed to shoot.

New Members.—Messrs. A. R. Bowden, M. Dahl, J. Pennywitt, F. T. Vaughan and R. W. Squires.

Classification (New Member).—Mr. C. L. Hall is transferred to "C" Class.

Annual Rifle Meeting.—The annual rifle meeting will be held on May 6,7, 13, 14 and 15. (Saturdays, Sundays and Monday) and not May 13, 14, 20, 21 and 28 as stated in March circular. The competition will begin on Saturdays from 2.30 a.m. and 2 p.m., on Sundays from 7.30 a.m. to 5 p.m. and on Monday from 1.30 to 5 p.m. Close 6 to 6.45 a.m. for Sunday objectors.

Prizes.—Prizes will be given as follows:—

Members shall strictly conform to note that no entry for the meeting be accepted until the annual fee has been paid.

Ranges.—There will be nineteen ranges in the program, 300 three, 500 three, 600 over times, 600 three and 600, 700, 800, 900 and 1,000 yards once.

Prizes.—There will be eighty-six prize ties including the high score prizes.

Ammunition.—One hundred and sixty four (164) rounds will be required for the meeting.

Entrance Fee.—Three dollars only ($3). Entries close on Saturday, April 15, at 1 p.m. sharp with the undersigned.

Loving Cup Competition.—This important event will be held on Monday, May 14 at 2, or 3.30 p.m. sharp in connection with the "E.R.A." class championship (200, 500 and 600 yards). Entrance fee one dollar ($1) to be sent to Mr. A. D. Crighton, care of Alex. Ross and Co., No. 13 Hankow Road, not later than Wednesday, May 10 at 5 p.m.

By order of the Committee

(Sd.) A. M. Cousland,
Secretary and Treasurer.

Shanghai, April 8, 1916.

Rules for Second Round Leads

(Continued from Page 4)

are nine tricks in the heart suit itself he has tricks enough outside to fill up the hand. But for the longest suit being a major suit it would be a no-trumper. At no trumps the discards would be very awkward for E, and one or two odd would be the limit, as he would naturally assess declarer A in hearts.

A led the King of clubs against the heart declaration and followed with the 4 ace, apparently denying the queen, which B placed in E's hand.

A knew that E would be over-trumped, so he shifted to the spade jack, which B passed up, as his king would only be thrown away if he put it on. E won the spade trick with the queen and led a small trump, dummy playing the ace.

Instead of leading another trump, the only object of which would be a doubtful finesse, E hoped to coax a lead up to his diamonds by leading a club from dummy and passing it up to A, as B had shown no more by playing lower and said.

But B's view of the situation was that E was trying to make his queen of clubs, as he might easily have held three or four of that suit, so B jumped at the chance to trump with the seven, as one more trick anywhere saves the game. The conclusion of ideas that followed saved the game and rubber.

E continued, caught the ten and queen by leading the king and then ace before the declarer was started on his long clubs. And it is the rule for players always to lead the best card they hold of a partner's declared suit. Y is marked with no more diamonds the moment the three falls from A's hand, as dummy has the only lower card, the four.

If E returns the ten of clubs, the highest of his partner's suit, and Y catches the queen, so that E and Z make four club tricks between them, these, with the ace of diamonds, save the game at no trumps.

If Y goes right along with the ace of clubs, hoping to catch the queen or taking a chance that E has it, the no trump declaration must go game on the hand. A has four spades and four hearts. Eight in his hand any time. All he needs is the queen of clubs or king of diamonds to go game.

Against the correct play he cannot make Chie's extra trick, because he must discard something on the fourth club, and unless he knows both dummy's four card suits intact he cannot make his eight sure tricks in those suits, but will have to let one go so as to make the King of diamonds.

This play of holding up the ace and next after leading the king is often attempted when there is nothing but a guess as to how to get the partner in. If he cannot get in it may turn out to be unfortunate that the suit was not persevered with, as he had the queen all the time. If he has not the queen and cannot get in on anything to come through it, the no trumper was probably invincible except against a lucky guess in the shirt.

Cuban Chess Champion

Jose R. Capablanca, Cuban chess champion, won the recent open tournament in New York. Defeated A. Kupchik, New York State champion, Janowski, former world's champion, and other famous players.

Miss Bjurstedt's Speedy Drive

(Continued from Page 1)

her play that is evident to even the untrained eye. That is her powerful forehand drive, and on this her whole game is based. It is not the usual stroke of the woman in tennis. It is the stroke rather of the man, the man from California, or the stroke that Mary Sutton Bundy used so effectually.

Molla Bjurstedt has mastered the stroke and she has become an adept, not only in making the drive, but in making it go in just the particular point that she wishes. She can play it to within an inch of the baseline and pick the corners up well as if the tennis ball followed a groove. Having played for twelve years on the open and covered courts of Norway, the champion has had ample opportunity to develop this drive to perfection, and it was this feature of her play that carried her through to victory in the recent indoor championship of this country. She had no other asset of importance.

Has Now a Strong Backhand.

Realizing her handicap, she determined to develop her backhand, and this she has succeeded in doing until it is one of her valued strokes. After seeing her forehand drive there are those who call her backhand weak, but it is weak only by comparison. There is not the power that is developed with the forehand, but the stroke measures up to a high degree of excellence, better than that of almost any of the other players she will have to meet in any of the championship events this year.

One feature of Miss Bjurstedt's play that makes her formidable is a natural agility. She can cover the court with the freedom and ease of a man. She seems to be everywhere at once and far outclasses the other women players in this particular. If there is something of the grace of the finished tennis player lacking, Miss Bjurstedt does not mind. Her one object is to get the ball back over the net and it is seldom that she loses on long rallies. To her opponents it seems that the ball is ceaseally popping back at them until at last they are passed or forced into an error.

Those who watched R. Lindley Murray in the recent indoor tournament at the Seventh Regiment were impressed with the manner in which he went after everything, never conceding that he had been passed until the ball had actually passed out of play. It is characteristic of the California type of tennis and it must also be a characteristic of Norwegian tennis, for Miss Bjurstedt plays with the same degree of energy. Most women tennis players are prone to be somewhat fatalistical, conceding the point without too much effort, if it looks to be out of range. But not so with the Norwegian. She tries for everything and many a point that would be scored against a less ambitious player is saved by her.

Footwork Reason for Success.

Probably the reason for Miss Bjurstedt's success against the best tennis strategists among women players, perhaps not quite so good as Mary Sutton Bundy, the only player of similar force with whom she may fairly be compared. However, strategy is a part of her game; she relies on outguessing her opponent and often does it successfully.

If one were to ask Miss Bjurstedt on what particular features of her game she most depends, she would probably say speed first—and the second point would be placement. Perfect in both of these elements, they make her the strongest player of the game among the women, with the possible exception of Mrs. Bundy, many times champion. These two met during this Winter in three matches played in California and Mrs. Bundy was strong enough to win two of them, while Miss Bjurstedt took the other. All were hard fought, closely contested events, and in a measure not conclusive as to the relative merits of the two Mrs. Bundy. It is believed, will come East this Summer, and in that case the question of superiority will undoubtedly be fairly conclusively.

It is generally felt that natural ability is attributed to every champion, no matter what may be the line of athletic endeavor. Sometimes it is actually the case, and with reference to Miss Bjurstedt there seems to be little doubt. She has a natural aptitude for the game, believing in it not alone as a pastime, but as a health-giving exercise.

She started playing in her native city of Christiania in 1903 as a member of the Christiania Lawn Tennis Club. At the start of her career she took a few lessons from a professional, thus getting the fundamentals of the game. A year later she played in her first tournament, and ever since every opportunity for play found her on a tennis court, and she determined that as she liked the game she would apply herself to becoming a good player. From 1908 to 1914 she played regularly and won constantly. For ten years she was the champion of Norway. Then came the field of greater conquest, and she visited the United States, with the success that has been recounted.

For tennis in her own country she has not a very high regard. There are few good players, according to her estimate; in fact, it is said that she could defeat most of the men. There was, however, one contestant in Norway who could give her a hard battle, and this was her younger sister, Valborg Bjurstedt. The two played together a great deal, and the younger girl displayed almost as high a degree of skill as Miss Molla Bjurstedt.

Within a few weeks the women's national indoor championship will be contested on the Seventh Regiment Armory, and Miss Bjurstedt will endeavor to claim anew the title which was the first which she won in this country. She will probably play in the other national events, but is not certain that her tournament competition will be as general as it was last season.

Brodie Champion In School Sports

(Continued from Page 1)

220 yards handicap—Brodie ma., Bauld.

Three legged race (under 10—Wuhsani and Judah.

Three legged race (over 10)—Bauld and Judah.

480 yards (open)—Kadoorie, Elias.

Old Boys Race—Judah ma.

Bicycle Race—Brodie ma., Judah.

Mile Walk—Penfold, Witham.

The officials were: Sports committee—Mr. E. P. Graham-Barrow, Brodie, ma. (Capt.), Judah, ma. (Hon. Sec.), Kadoorie, ma. (Hon. Treas.), Elias, ma., Ezra, Bauld, Bichard, ma., Tippin, Hall.

Stewards—Rev. A. J. Walker, Rev. C. J. Fi symons, Rev. A. J. Stearn, Messrs R. B. Hurry, I. Macdonald, C. C. Graham, J. Tippin, W. A. Willis, J. E. Judah, J. E. Bauld, R. P. Whitham, H. B. Hertslet, Rev. W. H. Price, Messrs. C. Bickerton and A. Donald.

Mrs. A. J. Walker presented the prizes and, when all was over, the boys cheered as only boys can for her, and the donors of the Kadoorie Cup, the Bauld 220 yards handicap shield, and the numerous other trophies.

Tennis Rackets
1916

Mass Sigma
Slazenger's I.Z.
Slazenger's Doherty
Nulli Secundus
University
High Tension
B. B. Special
Hercules

Tennis Balls

$9.00 Per Dozen $9.00

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Overland

Touring Car - - Tls. 1,750
Roadster - - - - „ 1,700

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The Ideal Combination
Comfort—Convenience—Economy

Everything that goes to make a car up-to-date in design, construction and equipment is found in the new Model 75

It has virtually all the advantages of the large, expensive cars at a price well within reach of the average pocketbook.

The powerful block motor is of the most approved—most modern—type.

Ignition is by high tension magneto.

There is an electric starting and lighting system of the highly efficient two unit type.

The car is very easy to handle. Electric switches are on the steering column. Anyone can operate the easy working clutch. The steering wheel is large and turns easily. In fact, every detail makes for convenience and ease of control.

Model 75 has the real riding comfort afforded by roomy, comfortable seats, deep upholstery and cantilever rear springs.

Yet the light weight, 2180 pounds, assures unusual economy in maintenance and operation.

No other car of similar price even compares with this new Overland in points that make for complete satisfaction.

Let us prove this to you with a demonstration

Specifications

Complete Information on Request

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The Willys-Overland Company, Toledo, Ohio, U. S. A.

Manufacturers of the famous Overland Delivery Cars. Full information on request.

At the Theaters

Beginning tomorrow night the 15th and last episode of The Black Box will be shown at the Apollo Theater. It contains the unraveling of the entire tale and the climax of the fascinating picture story.

The Apollo bill tonight features a Swiss military drama Under the Tricolor. There are many intense situations and a powerful dramatic ending. Pathe's British War Gazette gives the latest scenes from that theater of war. The smallest strong man in the world displays his prowess as the Midget Hercules. A new picture from the Hazards of Helen is called The Leap from the Water Tower. There are two good comedies —Murphy's I. O. U. which is a Keystone production and a Vitagraph in two parts called Bunny's Little Brother.

* * *

The current program at the Olympic Theater shows the 13th and 14th episodes of the Master Key series. There are other new pictures including some unusual comedies.

* * *

The Town Theater is featuring the Count of Monte Christo among the pictures shown tonight. The film is in three parts. There is a two-part Keystone called Neighbors besides other comedies and dramas.

* * *

The Exploits of Elaine, the motion picture that caused a great sensation in the United States, is coming to Shanghai. The pictures will be shown at the Apollo Theater and the novelized form of the story will run serially in The China Press.

Next Sunday's China Press will contain the first instalment of the story. On Monday, April 17, the first two episodes of the picture will be shown at the Apollo.

The star actress in this picture is enough in itself to make the series a sensation. The part is taken by Miss Pearl White, whose striking beauty is very easy to raise upon. Miss White was "Pauline" in the famous Perils of Pauline.

The plot of this picture was written by Arthur B. Reeve and is one of the most fascinating and puzzling detective tales ever put together. It details the adventures of Craig Kennedy, a scientific detective character created by Mr. Reeve which bids fair to equal Sherlock Holmes. The part is taken by Arnold Daly, the eminent American actor. Mr. Sheldon Lewis takes the part of Harry Bennett.

The arrangement of publishing the novel as the picture is running has proved very successful. In the Sunday China Press you read an instalment of the story and the next day you can see it all acted out before your eyes on the screen of the Apollo. The section of the China Press containing the current instalment of the story will be sold with each showing of new episodes at the theater.

* * *

Another colossal Italian picture production is to be shown in Shanghai. The Victoria Theater announces that next Friday it will show Spartacus, the greatest historical drama ever produced. There are six acts in the picture which are crowded with the dramatic and tragic situations of [illegible] times. The picture will be shown for four nights only. There will be no advance in prices.

The story of Spartacus contains all those elements of love, intrigue and subtlety that we are accustomed to find in all pictures of ancient Rome, but with the difference that instead of being a feat of imagination it is a real story of a real hero of a period that we are accustomed to associate with ignorance, savagery and Bestiality, 100 years B.C. By birth a Thracian Spartacus was in turn a shepherd, a brigand chief and a soldier.

This master picture is the work of the Pasquali Film Company. The producers have succeeded in surrounding the story with a splendor of scenery and heroic figures that makes the magnificence of the ancients live again.

Never before have the days of the Roman Empire been portrayed so effectively, so accurately in every detail, or against the actual scenes made famous by historians. "Spartacus" revivifies with the appalling spectacles of corruption which reduced an Empire to nought, the like of which has never been known.

The monotony which so often spoils good work is here conquered completely by a continuous change of scene, which pleases the eye and charms the senses, panorama after panorama succeeding the most beautiful vista, whilst the tableaux might have easily been arranged by an Alma Tadema, so artistic are they in their grouping and setting.

Chinese Challenges U. S. Boxers

Don G. Lew, a Chinese student at the University of Pennsylvania, has issued a defi to meet any college boxer in America weighing 135 pounds. Lew is believed to be the only Chinese boxer in the United States. His record at Penn has been little short of remarkable. He has outpointed every man of his weight who has put on the gloves with him and has defeated some of the boxers over his weight.

Launch Services

TOMORROW

The tender conveying departing passengers and mails to the T.K.K.'s s.s. Persia Maru will leave the Customs jetty at 5 p.m.

The tender conveying departing passengers and mails to the S.M.R. s.s. Sakaki Maru will leave the Customs jetty at 5 p.m.

The tender Victoria, conveying departing passengers and mails to [illegible] will leave the Customs jetty at 5 p.m.

Cinderella

Each repetition of Cinderella at the Lyceum in aid of the French fund for crippled soldiers has been received with increased enthusiasm and the fifth performance last night was fully up to the previous ones. A full house was in attendance.

On next Wednesday evening there will be a special gala performance in aid of the Belgian Relief Fund. Shanghai music lovers should not miss the opportunity of hearing the delightful music of this opera which is unique in its way, as it is presented entirely by amateurs. It is only through the enthusiasm and hard work of all concerned that it has been possible to produce the work so successfully and many people who have attended every performance say they enjoy it more each time because of the smoother working and the appeal of the beautiful music of Massenet.

The final performance will be given on Saturday evening April 15, when the proceeds are again to be for the benefit of the French crippled soldiers fund.

Siccawei Weather Report

7.—The barometric maximum is concentrated between the Bonin group and Nippon. After rising is the rear of the depression, the barometer is falling again in Northern China. Fine weather with considerable heat.

8.—Fair weather, very pure atmosphere. The pressure keeps on falling slowly. Fresh S.E. breeze.

Meteorological Readings

Saturday, April 8, 1916

WEATHER.	4 A.M.	8 A.M.
Bar. at Observ. Sea-level	29.95	29.97
" " Tides	29.91	29.92
Variation a.m. for 24 h.	+0.01	-0.01
Variation a.m. for 12 h.	+0.03	-0.03
Wind: Direction	ESE	ESE
Wind: Miles per hour	10	10
Wind: Miles	12.7	12.4
Temperature: Obs.	59.1	61.0
Temperature: Rain	52.5	57.5
Sunshine	52	57

Passengers Arrived

Per C.M. s.s. Kiangwah from Hankow:—Mr. and Mrs. Broomhall and 2 children, and Mr. Malcolm.

Per C.N. s.s. Shengking from Tientsin:—Miss S. Wright, Mrs. Gauthiers, and Mr. Wang.

Per C.N. s.s. Anhui from Hongkong:—Mrs. McCulloch and child, Mrs. Bennett and child, Mr. Kerr, Mrs. Harrigan, Mr. F. Durham, Mr. Maas, Mr. McDonald, and Mr. Ramovitch.

Per C.M. s.s. Kiangteen from Ningpo:—Miss Noechington.

Per N.Y.K. s.s. Tenwata Maru from Japan:—Mr. A. T. Wignall, Mr. L. E. Ryan, Mr. J. Benjamin, and Mr. A. M. Porter.

Per C.N. s.s. Hsinfung from Foochow:—Mr. Brewett Taylor, the Masters Jones (3), Mr. and Mrs. Stanhope Sanna, Mr. and Mrs. McConnell, Mr. Molday, Mrs. Hirn, Mrs. Wing, Mr. Ching Sen, and Mr. Chang Ser.

Per N.Y.K. s.s. Hirano Maru from Hongkong:—Mr., Mrs. and Miss Fullerton, Mr. and Mrs. Turner, Mrs. Lawrence, Mrs. W. Y. McClintock, Mrs. M. J. Kauffman, Mrs. Smith and two children, Mrs. S. Idoge and child, Mrs. N. Komatsu and child, Mrs. Yoshioka, Misses M. C. Macoum, A. L. Peet, M. E. Clark and T. Kawaguchi, Messrs. A. Taylor, D. Abbey, A. H. Stevens, M. P. Lawrence, A. Clafts and S. Tanaka.

Per R.M.S. s.s. Empress of Japan:—Mr. H. S. Myers, Mr. H. Rowe, Mr. J. H. Wallace, Mr. and Mrs. Crombie and child, Mr. and Miss Jones, Miss Leslie Cox and Mrs. H. G. Rogers, Miss M. Rogers, Master H. Rogers, Miss L. Thornton, Miss A. Barbier, Mr. and Mrs. Tatem, Mr. and Mrs. Williams, Mrs. Spencer, Miss Cuthbert, Miss E. Mackay, Mr. Reed, Mr. Farwell, Mr. P. L. Rossiter, Mrs. White, Miss Brennan, Miss Bentley, Mrs. Olds and 4 daughters, Misses C. and E. Elles, Mr. Dorrington, Mr. Van Kamp, Mr. Paxton, Mr. Bailey, Mrs. Purvis, Mrs. B. N. Horton, Mr. S. Elliott and son, Rev. F. Pearl, Miss A. Rusden, Miss Fuller, Miss S. Coleman, Miss N. Coleman, Mrs. Chen Chan-wang, Mr. A. Grant and son, Mr. and Mrs. Wallis, Mr. and Mrs. Chas. Rann, Misses A. E. and B. Wallis, Miss E. Norton, Mr. and Mrs. J. P. Rathbrown, Mr. and Miss S. Morris, Mr. and Mrs. C. W. Sparrow, Mrs. W. B. Pfister, Miss M. Pfister, Mrs. F. Hall, Mr. and Mrs. A. R. Alley, Mr. John Alley, Mr. H. A. Sander, Mrs. FitzGerald and 2 daughters, Mrs. Jno. Wyeth, Jun., Mrs. and Miss Brown, Mr. and Mrs. A. Bernheim, Mr. and Mrs. A. F. Fogarty, Mr. and Mrs. C. F. Mayer, Mr. and Mrs. R. A. Peaslee and child, in transit:—Mr. R. E. Rossiter, Mr. G. St. Clair, Miss G. L. St. Clair, Miss [illegible] Young, Mr. and Mrs. Jaffrai and 3 children, Mr. and Mrs. W. P. O'Brien, Dr. and Mrs. W. H. A. Moore, Miss M. F. Harris, Miss E. Smith, Mrs. Currie and daughter, Judge E. T. Johnson, Mr. G. R. Jack, Mr. J. P. Jack, Rev. and Mrs. Cosberg, and 2 children, Mr. and Mrs. S. Rutledge, Miss Cubitts, Miss Becker, Miss B. Franklin, Mr. P. A. Babbi, Mr. A. B. Miles, Mr. and Mrs. Fenwick, Mr. and Mrs. W. Adams, Mr. Gardner, Mr. Rechnitzer, Mr. P. A. O'Reilly, Rev. and Mrs. Richer and 2 children, Mr. and Mrs. Thompson, Rev. and Mrs. Smyth, Mr. and Mrs. F. A. Cooke, Miss F. Lotton, Miss L. A. Speefield, Miss M. Hansen, Rev. and Mrs. Goldberg and two children, Mr. and Mrs. Thomas, Mr. W. P. Cumming, Mr. St. [illegible], Mr. and Mrs. Gilbert, Mr. and Mrs. Gilbert, Mr. and Mrs. A. B. Pim, Miss M. Jessop and Miss Thomas, Miss H. C. C. Breed, Miss E. G. Curtis, Miss G. E. Bolle, Mrs. E. A. Cooke, Miss E. Bennett, Mrs. E. D. Cuthbert, Miss C. E. Bennett, Rev. and Mrs. Hopkins and infant, Misses M. F. and E. Hopkins, Miss N. Hopkins, Mr. L. Ashcroft, Mr. J. E. Haring, Miss Jean Ward.

Passengers Departed

Per R.M.S. s.s. Empress of Japan, for Kobe:—Mr. and Mrs. J. Kinnon, Mr. Jos. McArthur, Mrs. H. S. Kelloe, Mrs. F. B. Harry. For Nagasaki:—Lieut. A. T. Langdale. For Yokohama:—Mr. W. F. Stanton, Mr. and Mrs. H. Iddiad, Harry Miss [illegible], Mrs. T. H. White, Miss H. Brannan. For Vancouver:—Mrs. J. Bigelow, Mr. E. A. Bernan, Dr. E. L. Bliss. For Tacoma, Wash.:—Capt. and Mrs. Wm. da Witherill. For London, Eng.:—Mr. J. C. Keyes. For Toronto, Ont.:—Miss E. Griffiths. For Ottawa, Ont.:—Mr. J. T. Mathers. For Seattle, Wash.:—Mr. and Mrs. C. W. Cozad and child, Mr. and Mrs. R. S. Johnson, Mr. and Mrs. L. Burton-Sayer and child. For Albany, N.Y.:—Miss L. H. Yarnemore. For New York:—Miss M. E. Sipos and two children, Mr. H. V. Lacy, Mr. and Mrs. P. Stevens. For Chicago:—Rev. and Mrs. Chas. Hutchens and two children. For Halifax, N.S.:—Miss A. E. Young. For San Francisco:—Mr. and Mrs. G. Eglish.

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